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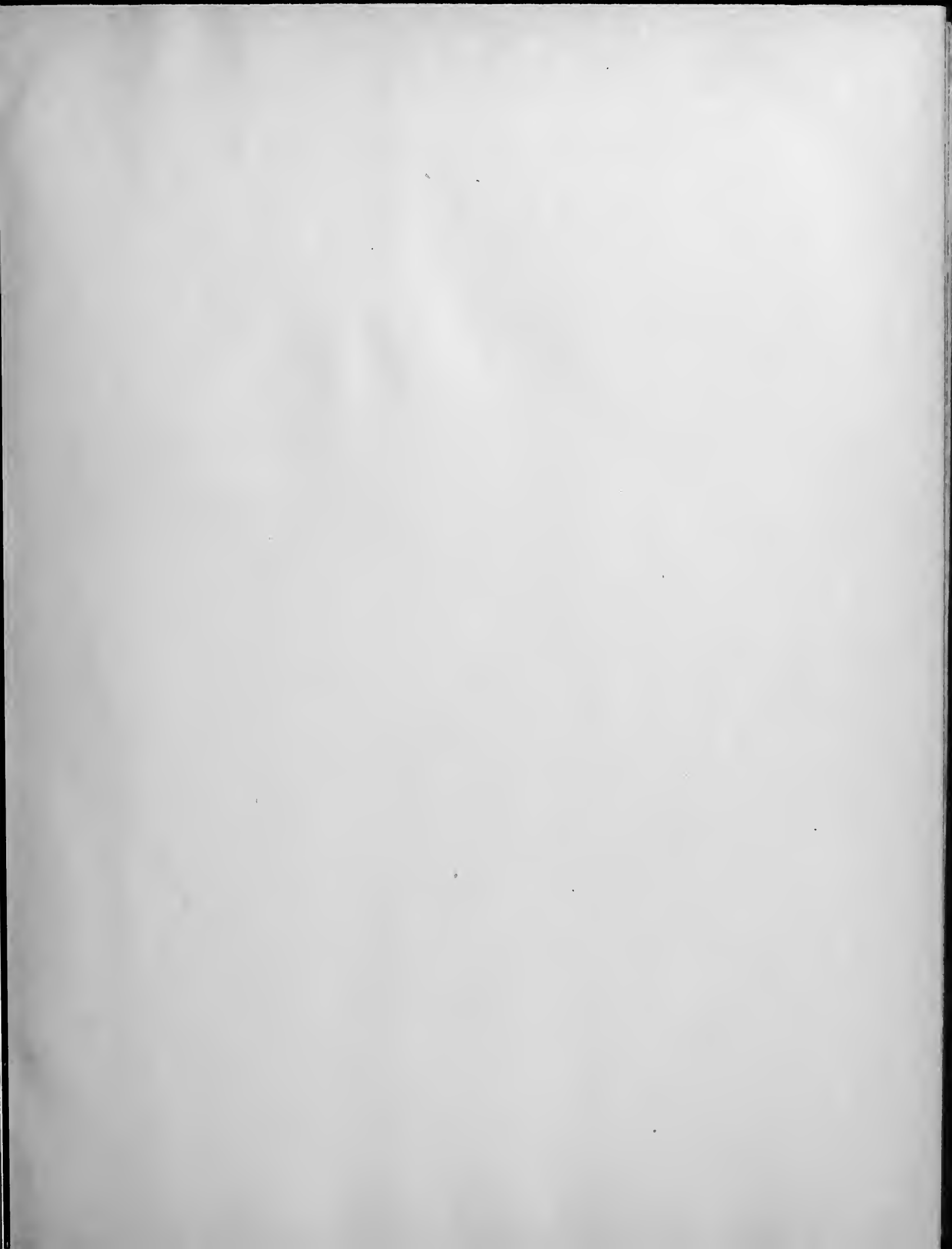
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THE BICYCLING WORLD

FOUNDED
1877

and MOTORCYCLE REVIEW

In which is incorporated "THE WHEEL" (New York) and the "AMERICAN CYCLIST" (Hartford)

Vol. LI.
No. 1.

New York, N. Y., Saturday, April 1, 1905.

\$2.00 a Year
10 Cents a Copy

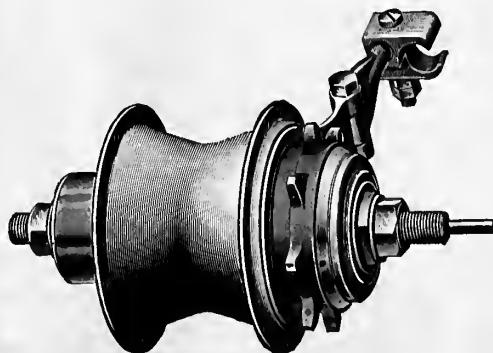
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BY THE

Standard Two-Speed and Automatic Coaster Brake Hub

It takes the work out of hill climbing, it permits the rider to coast down hills, and to do so in safety, and it affords him (or her) a means of at any time varying the never-changing circle of rotary action that comprises much of the monotony—and like coasting, the variation of gear is both restful and refreshing.

Each operation
independent
of the other.



Applicable to
any chain bicycle,
old or new.

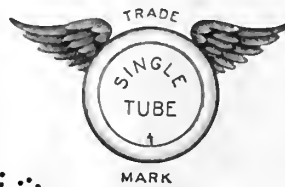
Is it any wonder that such a device has met with such a hearty welcome?
Are YOU taking full advantage of it?

THE STANDARD SPOKE AND NIPPLE COMPANY.

Makers also of Diamond E Spokes, Star and Bridgeport Pedals and Star and Sager Toe Clips.
TORRINGTON, CONNECTICUT, U. S. A.



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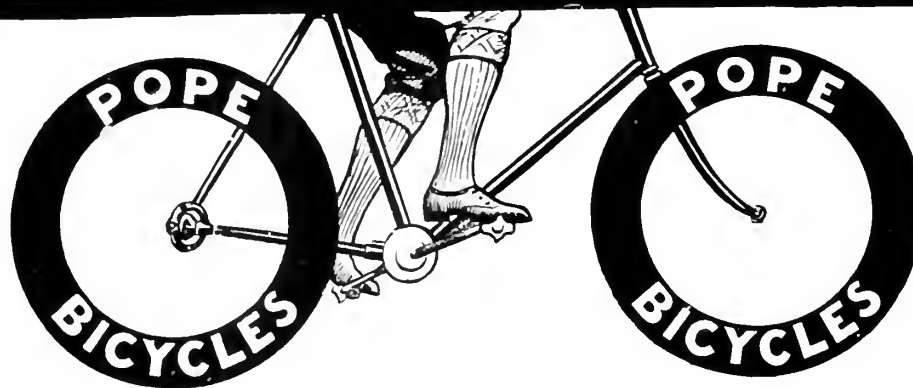


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may not be the cheapest on the market, yet in the long run it will prove the most economical. It is so carefully constructed, of such good material, that it is very seldom in the repair shop.

Dealers will find our proposition a very liberal one, and the THOROUGHbred a money-maker, because satisfaction is assured.

If you really want to ride a winner, GET A THOROUGHbred. Write us for further particulars.

Good materials, put together by good workmen, are responsible for the high quality of

Reading Standard Bicycles.

READING STANDARDS have always been good wheels, but the 1905 line is ahead of anything we have yet produced. Numerous new features of great practical value have been added, making our line the finest on the market.

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RACYCLE DEALERS

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SOME BICYCLE DEALERS

Hike to the cellar or out the back door the minute they set eyes on
a returning purchaser, to keep from making a repair on guarantee.

ARE YOU ON?

THE MIAMI CYCLE & MFG. CO.,

MIDDLETOWN, OHIO.

The

Pierce Bicycle

may well be styled

The Aristocrat of Bicycles.

The name Pierce was never
placed on other than a machine
of the highest attainable quality.
The Pierce bicycle never had
even a cheap "running mate."

If you would be proud of the bicycle
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The George N. Pierce Co., = Buffalo, N. Y.

We Have Commenced Suit

against the CONTINENTAL RUBBER WORKS of Erie, Pa., in the U. S. Circuit Court, Western District of Pennsylvania, for infringement of the Tillinghast patent. We have heretofore obtained an injunction against one of its customers in the U. S. Circuit Court, District of Massachusetts. We desire to notify the trade that all purchasers of single tube tires from the Continental Rubber Works are liable for suit for infringement of the Tillinghast patent.

The following manufacturers of single tube tires are licensed under the Tillinghast patent:

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BUY OF NONE BUT LICENSEES.

SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.

THE AGENTS WHO HAVE HANDLED THE YALE OR THE SNELL LINE

always have been numbered with the prosperous agents.

THE MEN WHO HAVE RIDDEN

Yales and Snells always have been contented riders.

There are good reasons for such a happy state of affairs.
Want to know what they are?

☞ And don't overlook the Yale-California motor bicycle. It's a dandy.

CONSOLIDATED MFG. CO.,

Toledo, Ohio.

AWAY WITH PUNCTURES!

**The Milwaukee
Patent Puncture-Proof Tires.**

A Splendid Record for 8 Years.

98% NEVER PUNCTURED.



CONTINENTAL RUBBER WORKS, Erie, Pa.



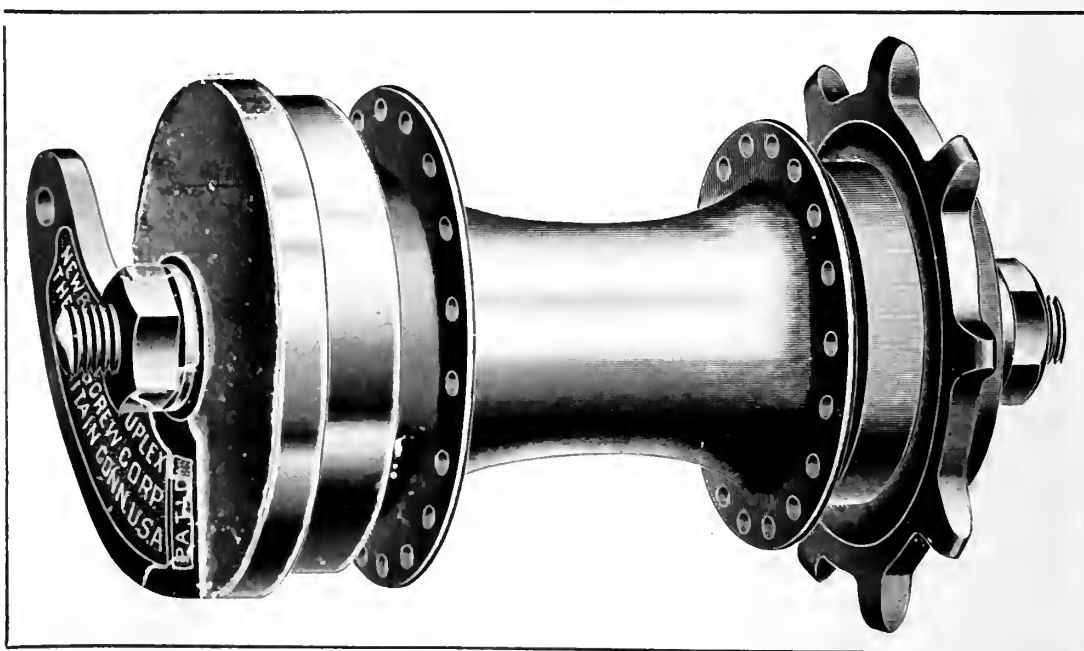
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The constantly ncreasing call for this tire is ampl evidence that it meets the rider's demands.

Send us your address and we will mail you a section to show the construction of the tire.

**THE GOODYEAR TIRE & RUBBER COMPANY,
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The
Call
is
for the
CORBIN.



The trade and public
do not call for an
article unless it is known
to be satisfactory.

Corbin Screw Corporation,
NEW BRITAIN, CONN.

The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LI.

New York, U. S. A., Saturday, April 1, 1905.

No. 1

WIND-UP OF WARWICK

Once Famous Concern Cries Quits—The Part it Played in the Industry.

After years of ups and downs and ins and outs, the Warwick Cycle & Automobile Co. finally has quit. The factory in Springfield, Mass., is closed tightly—in all probability never to be reopened.

For the past few years the company has had such a dawdling existence that its retirement scarcely can be said to be a surprise. It built a few bicycles, fewer motorcycles and still fewer automobiles; in fact, it is probable that the effort to perfect the latter and the attendant expense had much to do with the final result.

The Warwick Company was one of the relics of the high wheel regime, and was among the first to embrace the safety. It played its full part in the industry and supplied at least one tremendous sensation. At a period when trade was stagnant, due to overproduction, it suddenly cut its price to \$85. It was the first high grade bicycle to be thus sold for less than \$100, and as the cut was made in mid-season, a mighty uproar ensued. Much embarrassment to the retail trade was caused, and a number of dealers are to this day ready to solemnly affirm that to the "Warwick cut" was due their failure or the beginning of their declines.

The reduction was in the nature of a blow for self-preservation on the part of the Warwick Cycle Co. It was badly overloaded, and the new price quickly caused the goods to move and proved what many had contended was not the case, that there was no further market for bicycles.

Later, however, the Warwick Co. fell on evil times and went into the hands of a receiver. Its affairs were in the court for several years, and when it emerged from the wreck it was a sadly altered concern. It never regained its place in the trade, and latterly has simply drifted with the tide. It "went into automobiles" to help matters, but to no purpose.

A. O. Very, one of the finest old gentlemen that ever breathed, went down in the collapse, and when the light showed through, it

was he who undertook the rebuilding which Herculean task finally has proven unsuccessful.

The Retail Record.

Taunton, Mass.—Edward McDonald, new store.

Lowell, Mass.—L. W. McKay, succeeded by Connor & Farnner.

Little Falls, N. Y.—J. W. Maltby, general assignment to Charles Maltby.

St. Cloud, Minn.—B. G. Raymond, reopening store on Seventh avenue, north.

Woonsocket, R. I.—Richards & Simonds, new store at Main and Elm streets.

Lowell, Mass.—George H. Batchelder opened branch store at 344 Westford street.

M. & W. Branches in Many Places.

In order to better accommodate customers in various parts of the country, Morgan & Wright have recently opened branches at Cleveland and Atlanta, and have established agencies at Syracuse, Boston, Philadelphia, Minneapolis and Los Angeles. Their branches heretofore have consisted of New York, Dayton, Detroit, St. Louis and San Francisco. A. I. Philip, sales manager of the company, has been actively engaged in this work during the past few weeks.

Federal Sells its Ball Business.

Following the practically completed transfer of its Indianapolis plant to the Diamond Chain & Mfg. Co., the Federal Mfg. Co. has also disposed of its steel ball interests. These have been purchased by the Standard Roller Bearing Co. of Philadelphia, which took possession on Monday last, 27th inst. The ball plant will be continued in Cleveland by the new owners until July 1, on which date it will be removed to the Quaker City.

How Pope Business is Apportioned.

Since the discontinuance of the Pope Mfg. Co.'s downtown branch, at 12 Warren street, the Pope agency for that portion of New York City has been placed with A. G. Spalding & Bros. Contrary to the general impression, bicycles will not be handled at the new Pope Garage, at Fifty-fourth street and Broadway, the veterans M. L. Bridgman and Amos Shirley having the uptown representation.

BENEVOLENCE WITH BIG B

Loans for Hard-up Dealers, Pensions When Old, and for Widows and Orphans.

They have begun to "cut things fine" on the other side. Already they have organized an association to save the cycle agent from the machinations of the manufacturer who would sell bicycles as tacks are sold—to as many merchants in each town as care to buy them, and now they are wrestling with a brand new proposal—nothing less than a scheme to loan money to the embarrassed agent, to care for him when he is sick or aged, and to provide for his widow and orphans when he is dead. The plan contemplates the establishment of a "benevolent fund" by the National Cycle Trade Association of Great Britain.

If the thing goes through titles will be conferred upon donors as follows: Member—By subscription of not less than \$1.25, but under \$5, during any given year. Life member—By subscription or donation of \$50 and upwards, paid during two consecutive years. Vice-president—By subscription or donation of \$500 and upwards, paid in not more than ten installments. Vice-patron—By subscription or donation of \$1,000 and upwards, paid in not more than twenty installments. In addition, the fund will be swelled by exacting a sanction fee for cycle parades "and other functions" and by "passing the hat" at all trade dinners and other gatherings.

The objects of the fund are thus specified: (1) To grant temporary relief to cycle traders in cases of distress, illness, accident, or sudden emergency. (2) To grant temporary loans to cycle traders in cases of sudden emergency. (3) To make grants to the widows of cycle traders. (4) To grant annuities to old and incapacitated cycle traders, and to widows of cycle traders. (5) To make grants and allowances to the orphans and necessitous children of cycle traders.

Temporary relief may be granted by the central committee and by the local boards. No applicant shall receive, at any time, more than \$3.75 per week, nor for more than thirteen consecutive weeks, without a fresh application and a new investigation of the circumstances of the case. Similarly, no ap-

plicant shall receive in any financial year a total amount of more than \$125, but the central committee shall have power to expend further sums on behalf of applicants suffering from diseases requiring special treatment. To be eligible for temporary relief, candidates must be members of the fund or be the widows of such members.

Applicants for loans must be subscribers to the fund, and the names of two responsible persons must be given as security for the payment of each amount borrowed. No loan may exceed the sum of \$75. Borrowers must pay interest at the rate of 5 per cent. for any term not exceeding one year, and 6 per cent. for each succeeding year or part of a year. Loans at reduced rate of interest may, in special cases, be granted.

Annuities, not exceeding \$150 per annum, may be granted to members and their widows. No candidate shall be eligible for election as an annuitant who has not been for at least five years a subscriber to the fund; and as a rule the total income of the annuitant, together with the annuity from the fund, shall not exceed \$160. No annuity shall be granted to any applicant under the age of fifty-five, unless such applicant is afflicted in some manner which prevents the applicant from earning a subsistence, and which affliction shall have occurred subsequent to the applicant having become a subscriber to the fund. Widows who are annuitants shall cease to receive relief if they marry again.

Allowances of \$1.25 per week to children under fifteen years of age may be made for the benefit of the orphans of subscribers to the fund, but shall not be paid after the age of fifteen years has been reached.

New Hub to Help Tire Repair.

Greater convenience in tire repairs where the latter are of the double tube variety is the motif of a newly invented rear hub, designed principally for motorcycle use, by an Englishman. It is very convenient to be able to remove an inner tube for inspection or repair without being compelled to take the rear wheel out of the fork, and this new hub spindle is not the first attempt to solve the problem.

Butt-ended tubes have been tried, also tubes having a detachable joint, and the moving feature of the invention under review partakes more of the latter type, though embodied in the hub. This is made in two parts. The main portion is at one end like any ordinary spindle. Its other end does not quite reach the fork, but is provided with an extension, having a head to fit inside the fork, and being screw-threaded in its interior to screw onto the end of the main part of the spindle. This extension has an exterior screw thread to take the usual nut or step. When the extension is unscrewed from the main part of the spindle there is room to pass an inner tube or outer cover between the end of the spindle and the fork.

FALL IN FEBRUARY

That Month Added to Export Shrinkage— Few Bright Spots in the Record.

From the extreme low level mark reached in cycle exports, as shown by the January totals, there has been a slight reaction in some instances, with a still lower drop in others.

With a total of \$16,760 the United Kingdom shows an advance of a few hundred dollars over February of the preceding year, and a gain of more than \$4,000 over January, 1905. From absolutely nothing in the latter month Belgium has again jumped to \$2,471, though this is a loss of fully 50 per cent over last year's showing for February. France still continues to fall off, and the present figures, \$3,036, represent a loss of almost \$2,000 over last year, and half that over January of the present year. Italy is one of the spots where the bottom has dropped through entirely; the Netherlands show a decrease of close to 20 per cent, and other Europe exhibits the substantial falling away of over \$11,000, or close to 50 per cent.

British North America is also in the shrunken column, while Japan and British Australasia, for years the largest buyers of American wheels, exhibit a continuation of the steady decline which set in several months since.

The demand from Cuba, however, which was one of the surprises of last year, was well maintained during February, the shipments to the island republic aggregating \$3,410; Mexico also was on the right side of the ledger, while "Other Asia and Oceania" contributed a substantial mite to the month's brighter side.

Statistics for February in both years and for the period of eight months then ending are as follows:

	—February.—		—Eight months ending Feb.—		
	1904.	1905	1903	1904	1905
Exported to—					
United Kingdom.....	\$16,307	\$16,760	\$162,700	\$159,401	\$104,722
Belgium.....	5,833	2,471	21,466	28,175	24,487
France.....	5,761	3,036	86,669	37,465	19,126
Germany.....	17,428	7,459	52,000	65,420	26,152
Italy.....	2,998	.....	27,216	36,213	13,152
Netherlands.....	6,318	5,392	34,067	72,243	29,360
Other Europe.....	21,779	9,622	105,478	103,128	66,203
British North America.....	14,734	11,407	81,718	64,590	52,356
Central American States and British Honduras.....	192	181	1,963	1,775	3,126
Mexico.....	3,071	3,410	23,127	27,366	28,999
Cuba.....	749	2,172	5,617	11,260	24,250
Other West Indies and Bermuda.....	2,494	1,712	24,432	20,081	19,871
Argentina.....	3,853	367	9,223	9,733	11,522
Brazil.....	808	556	4,664	8,320	8,338
Colombia.....	15	160	606	843	3,216
Venezuela.....	49	47	173	480	301
Other South America.....	1,163	618	12,214	11,759	8,544
Chinese Empire.....	1,562	935	10,304	10,919	10,297
British East Indies.....	1,402	432	29,239	16,981	5,872
Hong Kong.....	263	.....	2,503	7,903	2,457
Japan.....	21,685	16,505	286,663	254,062	140,718
British Australasia.....	8,300	6,212	158,319	228,406	100,254
Philippine Islands.....	1,283	605	9,261	19,171	3,246
Other Asia and Oceania.....	870	2,108	19,037	13,598	15,557
British Africa.....	1,714	51	77,897	9,507	1,769
All other Africa.....	60	216	6,783	5,901	2,809
Other countries.....	.....	.....	.....	.....	50
Total.....	\$140,661	\$92,524	\$1,253,348	\$1,224,700	\$726,754

England's Exports Again Move Upward.

After a period of depression, the British export trade has again taken an upward tendency. During February the shipments attained a value of £80,951, which is the largest recorded for that month since 1898. For the first two months of the year the shipments reached a sum of £147,540, as against £130,785 in the corresponding two months of 1904.

It is worthy of remark that the shipments consisted, roundly, of two-thirds cycle parts to one-third of complete machines. Of the latter 6,273 have so far this year been exported, their value being given at £41,532, giving an average of, roughly, £6 12s. 6d. per machine. For the first two months of the year the imports also increased; in fact, nearly doubled. Their value was £16,363, as against £8,848.

To Keep Tools from Rusting.

Tools which are infrequently used, particularly if kept in a damp atmosphere, should occasionally be wiped over with an oily rag. This not only prevents rust, but insures their being clean and in order when needed. It is easier to prevent the accumulation of rust than to remove it once it has taken hold. And one can always do better with tools that are fit than with those which are not. For it is to be remembered that while "a workman is known by his chips," a good workman is known by the condition of his implements.

Goodrich Men in Conference.

The B. F. Goodrich Co. called in their entire travelling force on Thursday of last week for the annual conference and pow-wow. The meeting was attended by travellers from all over the country, even their San Francisco and Coast representatives making the long journey to be present. A general interchange of ideas and questions of policy were, of course, discussed, and the assemblage had the pleasure of listening to a few well chosen remarks by Mr. H. E. Raymond.

GOING BACK TO ADAM

He Knew Nothing of Bicycles, but the Moral's There Just the Same.

By way of attracting attention to his goods a foreign advertiser shows a "nifty" little sketch of a patriarch of somewhat simean aspect, reclining in the umbrage of a lordly tree, about which is entwined the sinuous body of a serpent. Underneath is the legend, "Adam knew no such device as a brake."

It is not at all unlikely that the statement is correct, too, though there seems to be no Scriptural authority for the assertion, for Adam's whole life made for progress, getting ahead, learning the ways of life and all the funny little kinks of nature. His own mental crudity was quite brake enough; he needed no further retardation. Though, likely enough, some of the very good and wise ones would have it that some sort of a moral hold-back at the time of the serpent-apple-lady episode would considerably have altered the trend of the world's history. But that is an "if," and involves tampering with destiny—a most unwise thing to do. No, most probably Adam knew no such device as a brake, nor did his children nor his children's children for countless ages.

But at length the time came when the wheels of life began to turn too swiftly for the children of men. Life was proving too short for them; its bitters were so bitter, its sweets so sweet, and its contrasts so poignant that to relinquish it for an eternal mystery was a horrid incubus. So the search for the elixir of life was begun with earnest, childlike faith in a theory. By and by these same children's children, the offspring of Adam, began to learn the great lessons of the universe. They learned of the conservation of energy and of the everlasting change of things which citizens of the modern world vulgarly call the march of progress. And thus it came about that the search for the great elixir was abandoned as bootless.

All the while, however, there was a desire for a check on the passage of time, a desire to prolong life to the uttermost; for the fear of death has been ever the strongest fear man has known. And so there came cult and sect and dogma, all based on the common theory that man's natural life is long, his normal condition one of perfect health, and that all the ills which the flesh inherits and propagates are the result of infractions of the laws of living. The idea is, then, that modern living tends to exaggeration, to excess in all its phases, and that to be complete and perfect one must counteract these tendencies, must control the excesses, must—apply the brake. But how?

The answer is the answer of the tired mother to the little boy who clamors for another story—"Just one." It is, "Run away and play." The rest is easy to see. Just get outside and thrash round. Get tired a new way, and get full on fresh air. But the mod-

ern mind is intensely practical. It refuses to simply thrash round; it must thrash with a definite object in view or not thrash at all. So somebody got up a scheme for getting the renewal which the principle involves, without the inanity of mere blind exercise. The device was called a bicycle, and it soon received the great seal of approval, and all went well, and men and women began to be strong and clear eyed again until Dame Fortune turned down her thumb, because, forsooth, Mrs. B—'s cook used to ride gayly by on Thursday afternoons without her hat! But, bless you, God made her, too, and she needs to get out and thrash just as much as does Mrs. B—. And what has that to do with it anyway?

Bicycling is nothing more nor less than putting on a brake and checking a natural tendency to run down, with a healthy counter irritant. Too much brake is hard on tires. Too much bicycle is hard on muscles. But, used with judgment and moderation, the brake is a most efficient resource, and so be it with the bicycle.

Ireland Has More Trouble.

Since the time of the snakes Ireland always has had troubles of its own. Its most recent ailment appears odd to American eyes, and presents a side of the "soulless corporation" wholly unknown over here.

It seems that in Dublin the railway companies buy cycles "in bulk" for their employes on reduced terms, and the clerks repay the company in twenty-four instalments, extending over two years. It led to abuses which the local trade sought to abate. At the first meeting an effort was made to establish an arrangement among the agents whereby all would quote on equal terms, say, 15 per cent off list prices; but, as usual, there was one dissenter, and the proposal fell through. At a second meeting, however, a resolution was passed to be forwarded to the directors of the railways, requesting that any abuse of the companies' cycle orders be stopped, as far as possible. Last season, it is alleged, clerks trafficked in the orders to some extent, and many persons who had no connection with the railways procured bicycles at the low rate upon railway orders.

To Keep Lamps Clean and Cool.

Heat of the intense degree produced by the acetylene gas flame, as well as the products of combustion of the latter, are found to be detrimental to the reflectors of these lamps, but seemingly little attention has been paid to providing a means of preventing either the tarnishing or consequent destruction sooner or later brought about.

A method of overcoming this has been devised on "the other side," and, though hardly a subject for a patent, one has been granted to cover it. It is nothing more or less than a glass chimney held in place over the flame by light spring steel clips carried by the reflector itself. This chimney is in the shape of a hood, and not only carries off the products of combustion, but prevents the heat from coming in direct contact with the polished surface of the reflector. The lamp is further provided with an asbestos disk to protect the top from the heat.

HARVARD SHOWS THE WAY

First College in the World to Take Up Motorcycling—Its Club Organized.

As was the case with the high wheel, and as the Bicycling World stated was likely to prove the case, Harvard University had shown the way to the college world by being first to formally "adopt" the motor bicycle. The organization of the Harvard Motorcycle Club was perfected this week by the election of the following officers: President, L. E. French; vice-president, J. Weare; secretary-treasurer, H. G. Hawes, jr., and captain, W. M. Davis. The club's constitution is a model of brevity, as follows:

The name of the club shall be the Harvard Motorcycle Club.

The object shall be to bring together men interested in motorcycling and to promote motorcycle events.

There shall be a president, vice-president, secretary-treasurer and captain.

First—The duties of the president shall be as follows: He shall preside at all meetings. He shall attend to all outside correspondence. He shall call together the club for meetings, with the consent of any one other officer.

Second—The duties of the vice-president shall be as follows: He shall assume the duties of president when the latter is absent.

Third—The duties of the secretary-treasurer shall be as follows: He shall handle all funds appertaining to the club. He shall keep accurate accounts of all receipts and expenditures open to inspection by officers. He shall record the transactions of the meetings.

Fourth—The duties of the captain shall be as follows: He shall have charge of all business appertaining to runs, meets, contests, tours, etc. He shall have charge of all technical matters. He shall submit monthly reports on all matters of interest, if so desired.

Any member of Harvard University who is interested in motorcycling is eligible to membership. The membership shall be by election. The entrance fee shall be \$1.50. Yearly dues shall be \$1.

Motorcycle Story from Germany.

From Germany comes the tale that farmers in that country have utilized the motorcycle to operate thrashing machines and mills, though how much truth can be placed in the statement is not added. The story, however, relates that the motorcycle is placed in a stand fastened to the floor or wall, and a belt connected with the drive wheel of the thrasher. While the miller feeds the hopper on one side his wife stands by and sweeps the thrashed and freshly winnowed corn into the bin, which is just below the floor.

England's Association of Cycle Campers is said to number about two hundred members.



"Riding a Cushion Frame National with a Spring Fork is Like Floating on an Air Cushion."

Models 74 and 75 and 78 and 79 are the comfortable machines—the kind the middle-aged rider fancies. They are profitable—they please—they advertise you through their satisfied users. A little effort made at the beginning of the season usually brings good results. A sample or two are all you need to give force to your arguments in favor of the better machine. The price is right. Write us now.

NATIONAL CYCLE MANUFACTURING CO., Bay City, Mich., U.S.A.

Have you received our 1905 Catalog?

It is a matter of common remark that the

Greatest Damage to the Bicycle Business

was caused by cheap tires—those concoctions sold under all sorts of names by all sorts of people at all sorts of prices. The makers were ashamed to put their own names on them. There are lots of such tires still being made and sold. As we have remarked before,

All FISK TIRES Bear the Name "FISK."

We are proud of them. You will be if you sell them and will also be able to look your customer in the eye and to retain his good will.

The Fisk Rubber Company, Chicopee Falls, Mass.

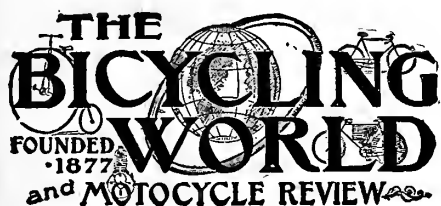
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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
 Address us at P. O. Box 649.

NEW YORK, APRIL 1, 1905.

Wants Hard to Supply.

About this time of each year, and for the ensuing two months, there is, strange to say, a cycling demand that if it cannot be met, certainly is difficult to have met. That is, the purchase of cycling clothing and such supplies as luggage carriers, tourists' cases and the like.

There was a time when a man could step into almost any clothing establishment and be able to purchase, if not a cycling coat, then knickerbockers and stockings at least. But at this time, even in a big place like New York, it is extremely difficult to find wearables of the sort, or if they are found, they usually are of antique style or the selection is limited indeed.

The subject is brought up again by the receipt of a letter from a dealer in a fairly large town who seeks such goods and apparently cannot find them in his habitat.

Just why this particular pendulum should have swung so far in a reverse direction is difficult to understand. Although not so numerous as they once were, cyclists are still very much in evidence, and properly catered to their patronage should not be difficult to obtain and should be sufficient to build up a profitable department. In the early days,

when there were scarce ten thousand wheelmen in the United States, there was one supply house that was known all over the country. It carried in stock everything, from clothing to lamp wicks, and did a business sufficiently large to beget imitators.

There certainly exists a yawning need for a "cycling costumer or outfitter," or "cyclists' headquarters of the sort at this time, when probably a million bicycles are in every-day use, to say nothing of those restfully reposing in cellars. It is such an opportunity as men are said to crave. Why it has not been seized is understandable because of those odious comparisons begotten of the boom days; but the fact remains that the opportunity exists.

Agents and the Motor Bicycle.

Mr. Preston's letter, published in another column, is an informing contribution. It throws an intelligent light on the oft-discussed question as to why cycle dealers are so slow to "take on" motorcycles.

On the surface, he makes out a good case when he asks: "At a net profit of \$14 per bicycle, which is preferable, the sale of three bicycles or of one motorcycle on which the net profit is \$39?"

About two years since we heard a sub-manager of a fairly well-known New England house express his preference for \$25 bicycles for the same identical reasons: He could sell three of them in the time it took to sell one \$50 cushion frame, coaster brake model. At the time, several salesmen were standing around twiddling their thumbs.

The sub-manager was "stumped" by the one question: "But are the three purchasers always in your store?"

It is a fond manner in which many merchants are given to deceiving themselves.

So far as the cycle trade is concerned, the average agent or salesman has more time than anything else. Customers no longer stand in line awaiting his attention. Nowadays they come in blocks of one, with considerable breathing spells between blocks. When such conditions exist, it is the first instinct of good salesmanship to seek to sell the lone buyer the best article, which usually carries with it the best profit. If he wants a \$25 bicycle, the effort should be made to sell him a \$30 or \$35 one. If he is interested in \$10 machines, it is "good business" to adroitly lead him up to those that sell for \$50 or more.

In respect to motor bicycles, it may be accepted as a general rule that the purchasers are men who would not be interested in bicycles of any other kind. Usually they are

men who once rode but ride no more. They have "tired of cycling," or some other such reason exists. There is no likelihood that such patrons can be induced to purchase \$40 bicycles in "blocks of three," or that three such prospective buyers of such machines will be standing in line. If they are, it is also "good business" to drop the man inclined to motorcycles like a hot cake and to obtain the larger profit in plain sight.

In general principles all gasoline engines are alike, as Mr. Preston opines, and probably all of them are susceptible to trouble. But in the high class machines of the present day the troubles are reduced to a minimum. We ourselves last year rode a machine 2,100 miles. The engine failed but once. It sputtered and finally stopped. It caused ten minutes' delay. It really need not have caused even a dismount. The trouble was corrected by merely depressing the priming pin and thus flushing the carburetter in which dust had lodged. On the road we fell in with one rider who had ridden his motor bicycle for four months. A wrench in his pocket was the only tool he carried. He was amazed to learn that most riders carried such things as an extra spark plug, and pliers and screw drivers. He never had had use for such things. He was ignorant and unwise, of course, but it serves to illustrate the point that motorcycle troubles are exaggerated.

When the pneumatic tire appeared, it was subject to troubles peculiarly its own. Road-side repairs were practically unknown. The men who used them did so expecting to walk home or to come back by rail. Dealers were shy of them, and the shyest were the same men who later had cause to kick themselves.

With the figures that Mr. Preston presents, there is small use to deal. The prices and terms prevail, and it is "up to" dealers to submit to them or not, as they please. Argument will not alter them. The agent simply must take some commercial risk and help pay for opening a new avenue of trade. The motorcycle manufacturer has done his full share, and until dealers cease to "bite off their noses to spite their faces" by holding aloof, he cannot produce machines in such quantities as will pervert much relief in the matter of price.

Like apples, prices will come down. It is inevitable. But the hungry man who is content to wait until the apples do fall will hear his stomach growl many times. The tree must be picked or shaken when it is desired to gather fruit.

The broad general proposition that con-

fronts Mr. Preston and all other dealers is simply this: Will they shake the tree or wait for the apples to fall? Will they reach out for the \$39 profit or permit it to remain unpicked?

And these facts should be emphasized: (1) That other than a motorcycle, nothing in the form of a cycle offers greater return or even hope of it; (2) that no man who desires a motor bicycle can be induced to purchase a bicycle of any other kind.

That is why the bicycle manufacturer and the bicycle dealer have no reason to carp or complain of attention devoted to the power driven machine. Their interests are helped, not hurt, by it.

Flore Caution Necessary.

With the increased number of automobiles now on the road, the cyclist must needs "look sharp" and have a care.

Where the road is wide there is little danger, but the average country road is what may be termed a single track; passers have to turn off the crown of the road entirely in order not to conflict with one another's rights, and it is on this kind of a highway that even the best of riders may be pardoned for losing some of his nerve and faltering when he hears approaching from behind what is seemingly a huge monster eating up distance at the rate of apparently a hundred miles an hour. What, then, is to become of the beginner and the rest of the inexperienced who are prone to wobble even without much provocation; wandering from the straight and narrow path is apt to be disastrous under such circumstances. Confusion reigns supreme for a few moments after the passing of a car on a dry road. What is to happen if another be following close behind, so that before the cycle riders have time to gain their bearings with the settling of the huge cloud of dust a second car going at the same speed plunges into them?

The cyclist has had his day of anti-speed regulations, and it is hardly to be expected that he should raise his voice against his more powerful usurper of the road; but it is not too much to ask that the latter have more consideration for others who make use of the highway.

Here's to good old Yale—and Princeton, and Columbia and all the rest! May they follow Harvard's example. They will find motorcycle sport about as exhilarating and thrilling as anything in which they ever engaged.

What of the "Old Guard"?

Editor of The Bicycling World:

The "Old Guard of Cycling," popularly so termed, is supposed to be made up of men who have been riding bicycles for twenty years or more, and includes among its number some of the nerviest fellows and best citizens that go to make up the bone and sinew of this great and glorious country of ours. Why have so many of them given up cycling?

Whenever you meet any of them, they will regale you for hours about the "good old days," and when pressed for an answer to the above question they will give some flimsy excuse, such as "lack of time," etc., etc. In the "good old days" they took the time, and all of them will acknowledge that time was never better spent than when astride a wheel, that they never felt better in their lives, the happiest moments of which have been passed with congenial companions on tours, runs, etc. Finally, they say, that they are going to commence riding again—but will they ever do it?

Why cannot men be honest with themselves, at least, and tell the truth? And the truth is, they have gotten too lazy to ride a bicycle and will not take the few days it requires to get into condition so that they can enjoy it as in days of yore. They are looking for new sensations, and few of them realize that what they are looking for is within their reach, and that the next step above the bicycle on the Ladder of Cycle Fame is the motorcycle. Few of them have taken that step, and, painful as it may be to make the statement, the fact remains that it is because they are afraid. Afraid of what? An indefinable something that their imagination has pictured at first, and finally causes the settled conviction that they could not sit on a motorcycle or steer it, and that if they once got it to moving, they could not stop it or have the (to them) "untamed steed" under control in any particular.

This sort of a delirium is all bosh. Any man who can ride a bicycle can master a motorcycle in five minutes, and within a half hour will feel more comfortable, safer and happier than he has ever felt before during his entire cycling existence.

More comfortable because the saddles and the entire machines are designed with that idea in view. Safer because the weight of the machine is so distributed that they practically steer themselves, the range of speed is so great that one minute you can be traveling at the rate of four miles an hour, and the next at forty, if occasion should demand, and any moment the machine can be brought to a standstill by simply throwing off the spark. Happier, because every revolution of the motor sends the blood tingling through your veins and causes a new sensation, the fascination of which has to be realized in order to be appreciated. With a properly constructed motorcycle, and there are many of them at present, crowded thoroughfares have no terrors, hills become leveled at their approach, and space is annihilated as if by magic.

If—mind, I say "if"—bicycling is a thing of the past and motorcycleing is to take its place, let us all get together and acclaim with one accord, "The King is dead. Long live the King!"

ONE OF THE O. G.

An Agent's View of Motorcycles.

Editor of The Bicycling World:

Having read in your paper with more or less interest the remarks of two motor bicycle salesmen's experiences of riding and selling their machines, I desire to add a few remarks.

It is my belief that the reason more bicycle dealers do not take up motorcycles and push their sale is simply because the manufacturers of these bicycles do not extend to the dealers such terms as will enable them to profitably exploit their merits.

Take, for example the ——— Motorcycle: The net price to dealers, on first order, is \$175; on all subsequent orders they receive the best price to agents, \$168, F. O. B., at shipping point.

Again, consider the ——— Motorcycle: The best price of which is \$168, F. O. B., at point of shipment. The manufacturers of this machine, as well as of the other one, ask 10 per cent. of the purchase price when order is placed, and the balance C. O. D., even where good references are given. To this must be added express charges.

The dealer who has had any experience with gasoline engine knows that he will have more or less trouble to teach a novice to operate and care for one correctly. For myself, while I have never sold motorcycles, I have handled stationary gasoline engines, and I know from experience that it takes a little time and patience to thoroughly explain and show how to overcome their little shortcomings.

I would ask the travelling salesman this question: Which do you suppose a bicycle dealer would rather do, sell one motorcycle at \$210, on which he will make a profit of about \$39, or sell three bicycles at \$40 each, on which he will make a profit of \$14 apiece?

Furthermore, almost every dealer anticipates that he will have far less trouble with three bicycles sold than from one motorcycle disposed of.

As I have already stated, I personally have never sold a motor bicycle, but I have worked on stationary gasoline engines—such as are used in automobiles—and repair them as a part of my business, and in my opinion the engine in a motorcycle is very similar.

I have wanted to take up the sale of motorcycles for the past two years, but the manufacturers will have to make dealers a more liberal proposition than any of them offer at present before I will do so, and I know other dealers who feel the same about the matter.

I have given my reasons why I have no desire to put my time and money in motorcycles, and I feel sure that when the standard motor bicycle manufacturers give dealers a chance to do business on a more profitable basis, there will be many more motorcycles in use than there are to-day.

W. A. PRESTON, Grinnell, Iowa.

VAILSBURG OPENS SUNDAY

**Spring's Sudden Arrival Hastens Matters—
Voigt Talks of Kramer's Absence.**

Balmy spring days of more than an unseasonable ethereal mildness brought a quick decision to open the Vailsburg (N. J.) board track much sooner than was expected. In fact, the first meet will be held to-morrow, and the racing will begin at 2:30 P. M. Five events will comprise the meet—two for professionals and three for amateurs. A half-mile handicap for the pot hunters will start the wheels moving. A neat little roll of green or, perhaps, yellowbacks will go to the winner of the two-mile scratch for the "pros.," and as an additional dollar is offered to the winner of each lap, no doubt the race will be exciting. A half-mile open, one mile handicap and half-mile novice will give the amateurs a chance to distinguish themselves.

As in previous years, Fred W. Voigt, the well-known race promoter, will manage the board track. In conversation with the Bicycling World man Tuesday, Mr. Voigt took occasion to say:

"From present indications it seems safe to say that over 100 individuals will compete in the five events on Sunday. The meet was arranged at very short notice, as I only closed with Owner Bloembecke Saturday night at 8 o'clock. I have already received over thirty answers in response to the entry blanks mailed in the postoffice last night at 11:30. This may seem like a 'pipe dream,' but, nevertheless, it is true, and I think it particularly encouraging for the season's outlook."

"What effect do you think the absence of Kramer and Hurley will have on the game?" Mr. Voigt was asked.

"Well," he replied, "I think it will have at least one solid effect, and that is to create a lot of new riders, and bring back to the fold a bunch of the old regime."

"I just received a letter from Floyd McFarland, in Australia, and he says he will bring Lawson back to America in May, and that they will ride on the Vailsburg track as soon as they reach the East. 'Willie' Penn is due in June, and Kramer will arrive in America in time to compete at Vailsburg July 9. Pending Lawson's arrival, I want to build up a professional sprint star, and the best rider of the material at hand will be matched against Lawson, when the latter reaches here. E. F. Root and Floyd Krebs will ride a match at Vailsburg April 9, and on the same day I will have a professional half-mile open, from which the match race candidates will be barred. The winner of the match will be re-matched to ride with the winner of the open—the race to be run a fortnight later."

"During the running of the Grand Circuit I expect to have a championship meet each Sunday at the board track. The stands are

being repaired now, and as soon as the work is completed, the men will commence laying a new strip of boards down near the pole."

Ernest Lang, a long marker last year, was the first professional to subscribe his intention of racing after the "long green." Lang has been riding his machine all winter, and will line up with the pros. to-morrow. Charles Hilbronne, the precocious youngster, who made numerous and futile stabs at winning a first prize in the novice class last year, was the first of the "never-won-a-prize-fellows" to announce his intentions. He sent a laconic telegram to Manager Voigt, which read: "Put me down every week until I win."

First Motorcycle Race in Armory.

Instead of the usual indoor bicycle races at its armory games, the Sixty-fifth Regiment, of Buffalo, N. Y., "rang in" something entirely new and startling on a wondering audience at its games Saturday night.

A two-mile automobile race was the first starter. That was run off without any serious mishaps, and then a one-mile motorcycle race was put on. William Chadeayne and J. G. Willett, each on a Thomas Auto-Bi, were the contestants. The motorcycles made some dangerous skids on the flat floor while trying to manipulate the square corners at speed, but the riders skillfully managed to keep them right side up. Chadeayne passed Willett in the sixth lap and maintained the lead until the tape was crossed. The mile was covered in 2:20.

Chadeayne afterward rode an exhibition mile and made it in 2:00½. The "novelties" created such a sensation that it is likely they will be repeated.

Relay Race the Feature.

A four-mile relay race between three teams of four men each proved the exciting feature of the 8th Regiment game in New York Tuesday night. The team representing the 22d Regiment crossed the tape first.

H. Cranston (40 yards) and W. Vanden Dries (50 yards) had a hot sprint for first place in the two-mile handicap. Cranston, however, crossed the line a few inches ahead. Charles Nearant (100 yards) was third. Time, 4:55 2-5. Summary:

Four-mile relay—22d Regiment team, Adams, Read, French and Gardner, first; 8th Regiment team, Cameron, Smith, Nearant and Bosterling, second; 12th Regiment team, Dorsey, Sulzer, Ludwig and Ott, third.

Two-mile handicap—H. Cranston (40 yards), first; W. Vanden Dries (50 yards), second; Charles Nearant (100 yards), third. Time, 4:55 2-5.

No More Mileage Medals.

There will be no mileage medals awarded by the Century Road Club of America this year; only centuries will be deemed worthy of notice. Acting in conjunction with the national body, the New York State division has discontinued its mileage competition. What effect this action will have on those members who have been religiously piling up mileage year after year goes without saying.

LANDED A QUEER TROUT

**Investigation of "Fixed" Home Trainer
Used in 'Frisco Uncovers the Guilty Man.**

The roller race scandal in which the Oakland (Cal.) Wheelmen were unpleasantly involved has come to a head. As will be recalled, it was claimed that at one of the meets between the Oakland Wheelmen and a rival organization, the former club had an ingenious attachment fixed to the rollers, whereby the opposite rider could be slowed up enough to let the Oakland rider win. The case was brought before the California Associated Cyclists, of which the Oakland Wheelmen were members, and its president, Orrin S. Henderson, ordered a thorough investigation.

It seems that a member of the Oakland Wheelmen, Trout by name, was, for monetary reasons, exceedingly anxious for his club to win, and he accordingly "fixed" the rollers himself. His signed affidavit exonerates the club from all knowledge of the dastardly trick, and other clubs in the association have passed a friendly resolution looking toward a perpetuity of good feeling between the clubs. Trout, of course, has been expelled from the Oakland Wheelmen.

Where a Diamond Was Found.

While overhauling a bicycle bought a few days before at an auction in London the repairer came across a valuable diamond and sapphire ring. It was a woman's wheel, and likewise a woman's ring, so there isn't much mystery as to how one got into the seat post of the other. Safekeeping, same as money is put in the stove and other similar safe places and then forgotten until long after the fire is lighted or some one gives away the trinket in which it has been carefully stowed away. According to Cycling, how the ring got there and to whom it belongs is a mystery. The latter, no doubt, but hardly the former. It was put there by its former feminine owner, and the latter is doubtless bemoaning its loss.

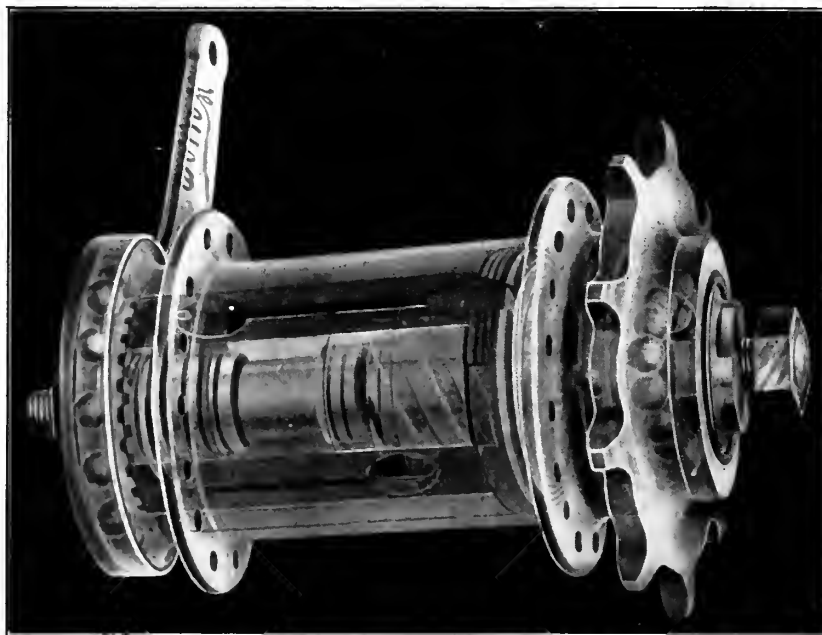
The occurrence suggests great possibilities to the enterprising auctioneer. All kinds of ornamental, useful and more or less valuable articles can be stowed away in the tubes of a bicycle frame, and every buyer may be assured of drawing a prize—no blanks. The same contemporary suggests that it would be pleasant to buy a wheel for one's fiancée and then when it reached home to find a sealskin jacket and a spring hat in the tubes.

Here's the Bicycle Borrower.

According to a Toledo (Ohio) paper, the latest nuisance in that town is the cyclomaniac. His chief diversion is borrowing bicycles that happen to rest outside public buildings and offices, use them for two or three hours, and then return them as unceremoniously as he borrowed them. The police are on the alert, but thus far have been unable to apprehend the miscreant.

“But do not overlook the fact that there are good and bad coaster hubs.”

(Extract from a repairman's letter in which he states that he fits on an average two or three a day in the busy season.)



All whiskey is good,
All girls are pretty,
but there's a good, better and best
in every class, and where coaster
brakes are concerned the

MORROW

is first and best.

Want copy of our booklet?

ECLIPSE MACHINE COMPANY,
Elmira, N. Y.

ROOT WINS AT RICHMOND

Rain Affected Attendance, but Finish was Hard Fought—How Prince Wooed Ladies.

Ever resourceful, the protean John Shillington Prince, "six-day race promoter," scored a decided ten-strike at the alleged six-day race at Richmond, Va., last week. During the first three nights of the "carnival" the attendance was for the greater part composed of men. Prince always was a "ladies' man," and right here is where he made a hit with the gentler sex of the Virginia city. He advertised widely that Thursday, the fourth night of the race, would be "Ladies' Night," and no admission would be exacted from the ladies. And, holy Mackinaw! how they did take advantage of the promoter's generosity. When the doors opened at 8 o'clock a line of women reaching down the road half a mile were patiently waiting to be admitted. That the "Ladies' Night" dodge was a success goes without saying, for after that nearly as many women as men were on hand to applaud the riders—and, 'tis said, they all paid, too.

FOURTH NIGHT—THURSDAY.

No sensational developments were enacted during the fourth night. The hall was packed when the men mounted their wheels for the two hours' grind around the wooden bowl. The six-day men alternated pace, and set a lively clip for the two hours. Twice attempts were made to gain the coveted lap. Frank Galvin, of Newark, who lost a lap in one of the "shake-outs" the first night, made the sprint of his life for a few minutes, and had the followers strung out over half the length of the track. Bennie Munroe hit the trail and soon pulled him down. Frank J. Cadwell was the next on to try the stunt, but also failed to work his pedal extremities fast enough.

Nat Butler punctured his tire in the first half hour. When he reappeared on the track the "old man" set a pace for the youngsters that opened their eyes.

A hot sprint developed in the last mile. E. F. Root shot out from the bunch and set a red-hot pace. Round and round the wooden bowl they circled for five or six laps. Then Bardgett got into the running and seemed a sure winner, but Munroe drew on his extra energy and the tires fairly sizzled as he shot past the two ahead of him and across the tape. The score for the two hours was 45 miles 8 laps, bringing the mileage for the eight and one-half hours up to 192.2.

William Saunders rode one mile against time on a motorcycle. Time, 1:33 1-5.

An unlimited pursuit race between four men was the extra feature. Ollie Hope and Nelson Holt, of Richmond, and Fred Skillman and Henry Larsen, of Newark, made up the quartet. The chase lasted for 3 minutes and 23 seconds before Larsen passed the other three.

FIFTH NIGHT—SATURDAY.

The elements and all else conspired against the races last night. The rain came down in torrents, and a genuine thunderstorm came up just about the time to start the race, so it was thought best to postpone the events. Accordingly the race was postponed until Saturday night, cutting down the total time to ten and one-half hours. The race finished at exactly 10:32 to-night in a terrific burst of speed, the last mile being reeled off in 1:59. E. F. Root finished first by a lead of three feet over Gussie Lawson, while the old standby, Nat Butler, was pushing both hard for the honors. Munroe was pocketed near the finish by the others, and could not get into line for the final sprint.

The finish was marred by the only accident that happened during the entire race, and Walter Bardgett, the unfortunate one, came within an ace of being put out of business forever. At the time of the accident Bardgett was on the outer edge of the wooden bowl, and was preparing to make his spurt for the honors. All the riders were going at a two-minute clip. Without any warning the tire of his front wheel slipped on the treacherous boards and he plunged into the railing. The rail was smashed and rider and machine fell on the track. Luckily the bunch were hugging the pole, so they cleared the debris and were safe. Bardgett lay dazed across his wheel where he had fallen, and the other six were "bitting it up" around to the spot. One of the officials in the arena rushed on the track and dragged the injured rider and the broken machine from the track just as the riders flashed by.

The Buffalo rider was bruised and shaken up considerably, but nothing serious. Bardgett's hard luck in the last two minutes put him out of the running, and, incidentally, out of the prize money, although it is supposed "Mistah Prince" fixed it up satisfactorily.

The finish of the race was tremendously exciting to the large crowd, and even without the additional excitement of Bardgett's spill would have raised the interest of the crowd to a high pitch. All of the two thousand or more people there were standing and shouting or waving the riders on, some shouting for one and some for another. Root, Butler and Lawson were fighting it out hard for the last half mile, and it was anybody's race up to the very finish line. They finished amid great applause, with Root, the light haired youngster leading by a few feet, with Lawson and Butler wheel and wheel beside him, Lawson having a shade the better of it. Munroe was fourth, Galvin fifth and Cadwell sixth.

The score for the two hours was 43 miles 9 laps, bringing the total for the ten and one-half hours up to 235 miles 11 laps.

Saunders gave his usual one-mile motorcycle act, and covered the distance in 1:33 1-5.

The two-mile pursuit race between Henry Larsen and Fred Skillman, of Newark, and Ollie Hope and Nelson Holt, of Richmond, was the final event, and, as on Thursday night, Larsen caught the third man. The distance was 1 mile 8 laps.

So kindly did the native Virginians take to the "ten and one-half hour, five-night-six day race" that "Mistah Shilling-ton" graciously agreed to tarry in Richmond a while longer. Pursuant to this decision a series of races will be put on Thursday. It is not expected that the proceeds of the extra day will be given to charity.

The following table shows the position of the riders and the number of miles ridden at the end of each night's racing:

THURSDAY — EIGHT AND ONE-HALF HOURS.

Rider.	Miles.	Laps.
Bennie Munroe.....	192	2
E. F. Root.....	192	2
Walter Bardgett	192	2
Frank J. Cadwell.....	192	2
Gus Lawson.....	192	2
Nat Butler.....	192	2
Frank Galvin.....	192	1

SATURDAY—TEN AND ONE-HALF HOURS.

Rider.	Miles.	Laps.
E. F. Root.....	235	11
Gus Lawson.....	235	11
Nat Butler.....	235	11
Bennie Munroe.....	235	11
Frank J. Cadwell.....	235	11
Frank Galvin.....	235	10

Walter Bardgett did not finish.

Order of finish:

E. F. Root, Sheepshead Bay, L. I.....	1
Gus Lawson, Buffalo, N. Y.....	2
Nat Butler, Boston, Mass.....	3
Bennie Munroe, Memphis, Tenn.....	4
Frank Galvin, Newark, N. J.....	5
Frank J. Cadwell, Hartford, Conn.....	6
Walter Bardgett, Buffalo, N. Y.....	0

The Americans in Paris.

Frank Kramer, the American sprint champion, has arrived in Paris, where he received a warm welcome. He stood the trip over fairly well, but did not feel in good shape after landing. However, he is training hard, and will make his first appearance in France on April 9, when he will meet Friol, whom he so easily walloped when the Frenchman was here.

To-morrow, April 2, Hugh MacLean, of Chelsea, Mass., who has just reached Paris, will meet Simar, the former French champion. It will be a paced race at the Buffalo track.

The Clamor for Kramer's Number.

Manager Voigt, of the Vailsburg track, says there has been a general demand for the lucky number "1," which was worn by Frank Kramer during all his professional career. The East Orange flyer was the first to establish the call for a regular number at every meet, and the "hunch," if it is one, is a "beauty bright," for of course number "1" has been called out first after the conclusion of races more times than any other two numbers in the entire numerical category.

More Style for Cycle Cops.

New York's bicycle police are to have a little more style than usual about them this summer. The Commissioner has issued orders requiring them to wear white stocks instead of white sweaters.

HE LOOKED LIKE A "JAY"

But he Proved to the Dealer's Satisfaction that he Knew a Thing or Two.

"Now, that reminds me," said a well known uptown automobile dealer the other day, "that reminds me of one time when I was in the bicycle game. It was when business came a bit hard, and every sale was a big advertisement, and no efforts were spared to nail everybody that came along.

"Well, sir, one day there strolled into the store a most eccentric looking person, tall, awkward and clad in a frock coat, soft hat and a flappy necktie. I marked him right off for some kind of a 'jay' or crook. But he was so smooth and so very anxious to learn all about bicycles that I got absorbed in explaining their features to him. Pretty soon it turned out he'd just come from Charlie L-'s place, and that they had been telling all about it. After that nothing was too good for him. He came from somewhere in Ohio; I forget where he located himself, but, anyhow, he had never seen a wheel near to before, though there had been one or two through his town, he said, and from seeing them and reading the papers he had worked up considerable interest and resolved to buy one for himself. He also made some inquiries about agencies, and when he mentioned the fact that his daughter was anxious to learn to ride, and in the same breath said something about the H— ladies' wheel, I got after him hot foot. Why, I took the machine all apart and spread it around on the floor, and I got so interested myself that what few questions he forgot to ask I answered of my own accord.

"Then all of a sudden he began to get 'cold feet'; thought he could never learn to ride and all that sort of thing, and \$150 was a good deal to put into a mere toy. That got me going all right, and I argued till I was hoarse. And finally I landed him. He picked out a bell and had the saddle changed, and made a big fuss over tools and so forth. Then 'twas arranged that he should keep the machine in our place while he was in town, which was to be a week or more, and come in every day for a lesson, though he seemed to think it would take him about six months to learn to ride. Then he pulled out a nice, healthy looking wad and started to count it out to me, when all of a sudden, happening to glance up at the clock, he let out one big cuss. He had a most important engagement, he said, which he had nearly forgotten, and would I excuse him? He was coming in the morning to take his first lesson, anyhow, and as we still had the goods I couldn't see why it wasn't all right. So off he went.

"Next morning he was around bright and early in a brand new bicycle suit, with shoes and cap, and he was a funny looking thing, too, with those long legs of his. He seemed kind of nervous, I thought, but I laid it to the ex-

citement of his first ride, and paid but little attention to it. He couldn't get outside too soon; he said he had lain awake half the night thinking about that wheel, and he wanted to begin right off. So off came his coat, as the morning was rather warm, and down on a chair by my desk, and he laughingly started out, trundling the wheel. I didn't think anything about the settlement at the time. I was too busy trying not to laugh, for he got all tangled up trying to get out through the door and nearly fell down.

"Once outside he was the clumsiest thing I ever saw, and fussy—oh, my! The bars just couldn't be set at the right height, and as for the saddle, I changed the cant of it four different times in fifteen minutes. Now you know it's pretty hot work holding a big, long man like that on a wheel, and 'twasn't long before I began to get pretty well blown. He was so peevish about having everything just so and fretted so if I let him go over that I began to get mad, and when, after about twenty minutes he wanted me to let go of the bars and let him guide the thing himself I was just about ready to let him go, and even gave him a little push and let go altogether. Well, sir, I could hardly believe my eyes, for that man shot off like the wind, straight as an arrow, and swung around the first corner like a veteran.

"The boys were all lined up in the shade watching the fun, and they all set up a howl when he struck out, for they expected to see him land up against the lamppost. Two of 'em ran down to the corner to gather up the remains, but when they got there they began to holler for me. I had already begun to feel kind of sick and queer, but when I got to the corner and saw him just turning down the avenue five blocks away I tumbled all at once to the fact that I had been stung. Little Jack S—, who afterward became a professional racer, jumped his wheel, which was standing at the curb, and was off like the wind. But, bless your soul, the other chap was out of sight and away and there was no getting his trail. Jack was gone almost an hour, and came back pretty hot and mad. He had been all over town, and not seen a bit of his man's dust.

"It seems almost incredible," he concluded, "but do you know, we never got any trace of that wheel, or the man, either."

Italians Try Motorcycle Racing.

Italians are taking to motorcycling as the proverbial duck takes to water, and are making some creditable performances. In a one-kilometre race at Florence, Italy, March 12, two classes were created—one for motorcycles not exceeding $3\frac{1}{2}$ horsepower and the other for those exceeding that horsepower.

In the first class Ugo Fendl rode the kilometre in 0:56 2-5. Adriano Fransonimo was a close second in 0:58 4-5. Alexandro Rivu succeeded in covering one kilometre in 0:30 in the race for machines of the second class. Giuseppe Giovannoni was second in 0:38 and Efliso Delplorgl crossed third in 0:40. Needless to add, all the contestants were Italians.

GOERKE AN "ALSO RAN"

New Yorker Visits Buffalo but Home Talent Wins—Visiting Canuck also Beaten.

Oscar Goerke, the crack amateur sprinter of the National Athletic Club, of New York City, was easily the favorite and was picked as a winner in the bicycle races in the Seventy-fourth Regiment Armory, at Buffalo, last Saturday night, but the popular New Yorker had a streak of hard luck and failed of better than to get third place.

The two-mile lap race was a cracker, and W. W. Whitelock, of Buffalo, broke the armory record by one and two-fifths seconds. Whitelock finished first in the first heat, with Oscar Goerke closely hugging his rear tire. W. A. Clark, of Hamilton, Ontario, fell. Time, 4:50 3-5. W. H. Reilly, of Buffalo, crossed the tape first in the second heat. L. J. Wentz, of New York City, was second, and O. P. Devine, of Buffalo, third. Time, 4:54. The armory record was broken by Whitelock in the final heat, although the race went to Reilly, who won on points. The visiting riders worked hard to overcome the teaming of Whitelock and Reilly, which was apparent from the very start. Hisses and applause came from different parts of the house, the factions being about even. Goerke was thrown after riding four or five laps and was badly shaken up. This misfortune, of course, put him out of running. W. H. Reilly won the race on points. W. W. Whitelock came second, and O. P. Devine third. Time, 4:39.

It was rather strange, but W. W. Whitelock and W. H. Reilly got seventy and forty yards handicap, respectively, in the two-mile handicap, while Oscar Goerke was forced to start from scratch. The New Yorker put all his energy to the pedals and overtook Reilly and Whitelock in the sixth lap. His tires kept continually slipping, however, and he could not hold the advantage he had gained. Whitelock finished first and Reilly crossed second. Goerke had to be content with third place. Time, 4:41 3-5. Summary:

Two-mile lap—W. H. Reilly, first; W. W. Whitelock, second; O. P. Devine, third. Also ran—Oscar Goerke, L. J. Wentz. Time, 4:39.

Two-mile handicap—W. W. Whitelock (70 yards), first; W. H. Reilly (40 yards), second; Oscar Goerke (scratch), third. Time, 4:41 3-5.

Monotony Relieved But Once.

Only one bicycle race relieved the monotony of the games at the 14th Regiment Armory, at Brooklyn, N. Y., Saturday night, and it was comparatively slow. John J. Daly (60 yards) finished first in the two-mile handicap, several lengths ahead of W. Charlton (80 yards), who rode in second. W. Vandendries (60 yards) was third. Time, 4:56.

SPRING OVERHAULING

Chains and Tires Usually the Items that Call for the Most Attention.

With the advent of the first balmy days—the forerunners of spring—with their invigorating charm of bright sunshine and clear bracing atmosphere, youth's young fancies turn idly to thoughts of the pleasures of cycling, and there is a universal desire to cast aside the now burdensome overcoat.

But before such delights can be realized there looms up the necessity for an overhauling, and there comes the question, Will the wheel be in fit shape to ride? It has been well said of the bicycle that where its readiness for instant service, even after long periods of neglect, or even worse, have intervened, it is absolutely without a peer. This is true, but it must be taken with reservations—probably a single one may cover the case.

Despite long standing and disuse, the running gear of the wheel will doubtless seldom be found to have suffered, unless subjected to dampness, which first attacks the chain and in time the bearings, but, ordinarily, the latter will only be inconvenienced to the extent of gummed oil. Barring excessive dampness or accident over an extended period of inactivity, the wheel would be fit to ride at a moment's notice. But how about its "footwear"? There's the rub. The only perishable part of the outfit may have long since given up the ghost and be about as fit to perform its function of keeping a circle of compressed atmosphere on the rim as would a sieve.

Like other things mortal, rubber dies, and as death is an incident of every human career which terminates it, so dead rubber means the end of a tire's usefulness. The simile may be carried further. As old age is the causa mortis in each case, and likewise care in time—the proverbial stitch—will tend to prolong life. No matter how perfect a specimen of the tire maker's art was in the first instance, no tire will retain its charge of compressed air indefinitely, and the weight of the machine will tend to push the rim through it. A stand or means of suspension is the best preventive of this, and when so "hung up" it will also be an advantage to relieve the strain on the tire by deflating it.

Unless it has arrived at the age where it is only fit to be chloroformed, a tire that is accorded this treatment when the wheel is put away for the winter will in the great majority of instances be ready for service whenever called upon, with no further preparation than the necessary pumping. Should the valves show any inclination not to perform properly, the merest drop of light oil worked in by pushing the valve stem down a few times until it springs back to its seat with the usual snap will be found sufficient to remedy any apparent difficulty. Or the

latter may have been caused by dirt or some obstruction holding the stem off its seat, and it is just as well to look for this before using the oil.

Reams of paper and barrels of ink have been used in writing advice on how to put a wheel in commission for the season, in spite of which the majority of riders have used their own common sense in the matter or toted the wheel to the repair man, so that it would hardly be wise to revert to this time honored subject at such a late day. The bicycle that has been properly attended to when put away—a little extra oil in the bearings, a coat of grease or heavy lubricant on the bright parts and jacking up or hanging, at the same time deflating them to save



NEW YORK BRANCH 214-216 WEST 47TH ST.

the tires—will require a minimum of attention to be ready for use. Wiping off and pumping complete the process—in fact, such a wheel is ready for use at short notice.

Bicycle for Camping Tours.

Bicycling camping tours have apparently found greater favor in England than they ever found here; at least there seems to be sufficient vogue for it to warrant the marketing of a machine for that especial purpose.

The principal carrier is constructed of light tubing, and is brazed to the rear forks. It is intended to carry side hampers and a large basket just behind the saddle. Under the latter, in a wire framework, is a complete telescoping cooking apparatus, and down over the crank hanger, also slung in a wire support, is a bottle for milk or other liquids, while stayed and bolted to the head of the frame is a luggage carrier. The bicycle itself is of rather stocky, antique looking build, being rather high in proportion to its base.

When equipped with the outfit which it is designed to carry it is very complete and most astonishingly compact, considering the amount of material which is packed into it.

FOR GRAND CIRCUIT

Preliminary Outline of the Season's Sport—Connecticut Trotting Tracks on the List.

The grand circuit champion this year will have to be a versatile rider, for the races are booked to take place on the usual board and cement track surfaces, besides a series of contests over half-mile horse tracks. The board tracks are located at Vailsburg, Charles River Park, Baltimore, Washington, Cambridge, Hartford, Springfield, Worcester, Revere Beach, Atlanta, Birmingham, and there is some talk of building new tracks at Rochester, Buffalo, Paterson, Jacksonville and Madison Square Garden, New York City.

While some of the struggles are to be decided on the cement track at Manhattan Beach, the races on terra firma will be held at Bridgeport, Branford and Waterbury, all in Connecticut. The latter tracks are in the vicinity of "Willie" Fenn's home, and some of the "Boy Wonder's" triumphs were scored on these courses. Up Connecticut way the "fans" lay great store in Fenn's abilities to trim Champion Frank Kramer when these races are held this year, and Promoter L. A. Fisk, who controls all three tracks, expects to reap a small-sized harvest out of the interest in these contests.

The Western circuit this year will take place in Salt Lake City, Ogden, where a new track is being built, and possibly Pueblo, if the Colorado folk will put up sufficient money to construct a track, as they have threatened to do. This is a compact little circuit, and will attract a large, though not such a "classy" lot of sprinters as will race in the East.

Memories Worth Having.

One who contributes to a foreign journal pays tribute to the old guard of bicycledom in this wise:

"One thing many of these men must have that I most fervently envy them—a wonderful retrospect of things in the world of wheels from the days of the boneshaker to the present time. With them there is none of the blasé feeling when examining a machine of years ago; there is no semi-sarcastic expression, no feeling of semi-pity for the makers who turned out such a machine, as I firmly believe half of us feel on occasion when taken back to an old model as a criterion of progress. A glance at an old type machine brings back to them memories of other days when such a machine was the best they could buy, and as the best more highly thought of than any other possession; the days when cyclists were persecuted in the land and every man's hand was against them. Memories like those must be worth having, for many of us of the more present generation cannot remember the time when bicycles were not, or at least if we can remember so far it is a memory of the vaguest description."

SEASON OPENED IN PARIS

Bedell Starts but Is Beaten—Darragon Makes New Record in Paced Race.

Menus Bedell, of Lynbrook, Long Island, was the only American to line up in the Municipal Grand Prix, in Paris, on Sunday, March 12. The race was at 1,000 metres, and was run on the Velodrome D'Hiver track. In the first heat Poulain crossed the tape first, followed closely by Jacquelin. Jenkins, the third man to finish, was far in the rear when the pistol cracked for the finish. Time, 2:04.

Emil Friol, who was matched against and was defeated by Frank Kramer at the Madison Square Garden, in New York City, last December, finished first in the second heat, and defeated Bader, the German sprinter, by over a length. Menus Bedell finished third. Time, 2:04.

Mayer set a hot pace from the start, and barely finished a half length ahead of Mathieu in the third heat. Kudela was third. Time, 1:27 1-5.

The final heat for the third place men was slow. Kudela led at the start, warily followed by Jenkins and Bedell. The American tacked on behind Jenkins's rear wheel, and the two managed to jockey Kudela to the rear. Bedell was no match for Jenkins in the sprint for the tape, and the latter finished first. The Long Island boy had to be content with second place. Time 2:22 4-5.

Jacquelin crossed first in the final for second place riders. Mathieu was only half a wheel behind. Bader, the German, was left way behind. Time, 1:36 3-5.

"Le grand finale" for first place was a "cracker." Poulain and Friol were equal favorites of the immense crowd who witnessed the race, and speculation was rife as to who would win. It was confidently expected that both Poulain and the polite little Friol would down Mayer, and it so happened. Friol jumped into the lead at the start, and soon put a gap between himself and Poulain. Poulain and Mayer, by alternating pace, caught the leader, and Poulain sprinted across the tape a winner. Friol had no trouble in beating Mayer at the finish. Time, 2:09 3-5.

The 2,000 metre (one and one-fourth miles) tandem race was interesting. Gougoltz-Vanon took the pace and led nearly all the way. This was directly responsible for their defeat when the final sprint test came. Poulain-Kettich finished first, and Mayer-Ingolt second. Time, 2:50 3-5.

Darragon, who recently broke the world's hour record, set up a paced record for France from ten to fifty kilometres. Three teams were entered in the event—Darragon, Bruni and Tommy Hall. Darragon was paced by Pillar, and began his record smashing from the start. The ten kilometres was reeled off in 7:41 2-5, beating Simar's previous record by two and one-fifth seconds. Hall lost Hoffman, his pacemaker, and was lapped by Darragon and Bruni soon after the ten-kilometre

post was passed. Darragon gradually pulled away from Bruni, and when twenty kilometres was reached Bruni was a back marker. Time, 15:01 3-5.

About this time Hall's rear tire burst and he "quit" the race. He foresaw that he was a "goner," so far as the race was concerned, as he had already been lapped time and again by the other two riders. Darragon's time for the fifty kilometres (thirty-one miles) was 37:16 4-5. The previous record, as held by Simar, was 37:20 1-5.

C. R. C. A. Maps Out a Busy Season.

R. S. Campbell, State Centurion of the New York State division of the Century Road Club of America, has just issued his prospectus for the year, which indicates that there will be "something doing" throughout the season. Beginning to-morrow, April 2, the division will hold informal century runs every Sunday. In conjunction with these runs two prizes will be drawn for weekly, with the exception of April 23, when there will be a handicap race home from Valley Stream.

May 14 is the date set for the spring handicap, in conjunction with which there will be run a scratch race from Massepequa home for the fast division only. "Field day" will be celebrated June 4, when a number of handicap and scratch races will be put on. A fifty-mile road race for the championship of the United States and Canada is scheduled for June 18, and the midsummer century for July 16. The annual double-century of the organization will be on August 12 and 13. September 17 is the date for the 100-mile handicap race, and on October 8 the autumnal century will be run. On Thanksgiving day the fourth annual handicap will be held.

A. C. Armstrong has donated gold medals for any one breaking unpaced records, and the following dates have been set for the trials: June 25, one and five miles; July 30, ten miles; August 27, twenty-five miles.

The following committees have been appointed to carry on the work of the division for the coming year: Century runs, Harry B. Hall and W. L. Russell; racing, H. C. King; records, N. King; touring, J. E. Cregoire; membership, G. W. Seaward; press, F. A. Dyer; auditing, John Bailie. The race committee loses a valuable man in the person of Oscar Lenz, who was the former chairman. Mr. Lenz recently became a benedict, and for that reason does not think he will have time enough to devote to C. R. C. of A. matters. But H. C. King, his successor, is as full of ambition and energy and should do good work.

Eight Hours the Motorcycle Limit.

The New York Motorcycle Club has selected the Bedford Rest—Patchogue, L. I., course for its open century run on May 7. The maximum time limit will be eight hours and the minimum six hours. Instead of the usual medal, a motorcycle watch and holder will be awarded to the survivors. Captain A. J. Bendix, 800 Third avenue, New York, is in charge of the affair.

TO WIND UP TOMORROW

End of Home Trainer Tournament in Sight with a Tiger Well in Lead.

STANDING FOURTH WEEK.

Name.	Club.	Points.
H. VandenDries, Tiger Wheelmen.....		7
D. B. Brown, Tiger Wheelmen.....		5
Charles Martin, Tiger Wheelmen.....		3
H. Wallin, Monitor Cycling Club.....		3
C. P. Soulie, Tiger Wheelmen.....		2
Charles Sherwood, Pellet team.....		1
F. Erickson, Monitor Cycling Club.....		1
G. C. Zaun, Acquackanock Wheelmen....		1

Finishing first in two heats at the fourth meet of the interstate home trainer tournament of the Tiger Wheelmen, at 782 Eighth avenue, New York City, Sunday, puts Henry VandenDries at the head of the table, with D. B. Brown next in line with five points. One new rider, George C. Zaun, of the Acquackanock Club, of Jersey City, N. J., made his appearance, and after he had become accustomed to riding on the rollers made a very creditable showing.

The race was run in heats of one mile each, the winner of each heat being accredited with one point for the cup. D. B. Brown and G. C. Zaun, the new aspirant for honors, mounted the rollers for the first heat. Zaun was not familiar with roller riding, and Brown had no trouble in finishing first. Time, 1:33 3-5.

Charles Martin made a very creditable showing against Henry VandenDries. The latter rider, by a sprint at the last, crossed first. Time, 1:33 1-5.

As there was no opponent for Charles Soulie in the third heat, he had to ride the mile alone. Considering this, he made good time, 1:37 4-5. Charles Martin was given a handicap of four seconds on Brown in the fourth heat. Brown did some excellent sprinting and finished in the lead. Time, 1:22.

The best time of the race was made by Henry VandenDries in the fifth heat. Charles Soulie, his opponent, had a handicap of six seconds, but this fact only served to make the "top-notch" sprint faster, and he nearly gained a lap on Soulie in the last quarter mile. Time, 1:18. G. C. Zaun rode alone in the last heat. He covered the mile in 1:33 1-5.

Summaries:
First heat—D. B. Brown, first; G. C. Zaun, second. Time, 1:33 3-5.

Second heat—H. VandenDries, first; Charles Martin, second. Time, 1:33 1-5.

Third heat—Charles Soulie rode alone. Time, 1:37 4-5.

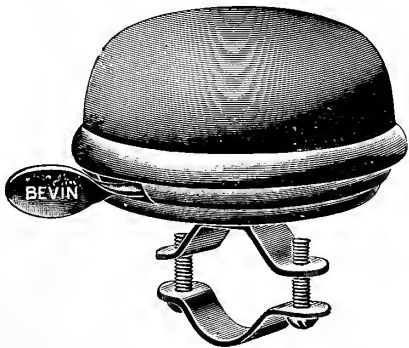
Fourth heat—D. B. Brown, first; Charles Martin, second. Time, 1:22.

Fifth heat—H. VandenDries, first; C. Soulie, second. Time, 1:18.

Sixth heat—G. C. Zaun rode alone. Time, 1:35 1-5.

Positively the last meet in the tournament will be held to-morrow, April 2, at 782 Eighth avenue, New York City.

Every rider must
have a bell.



Why not give him the best on
the market,
MR. DEALER?

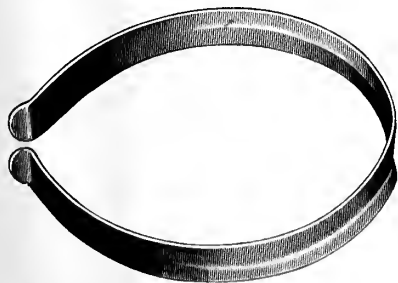
One that is useful as well as
ornamental—useful to your profits,
too.

The law doesn't say
Bevin Toe Clips



or

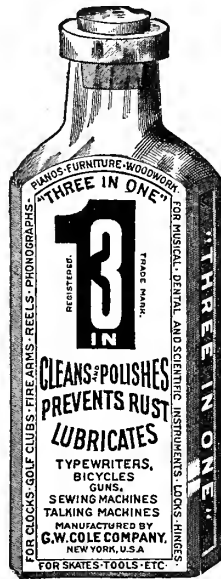
Trouser Guards,



but every wheelman needs them
just the same.

They mean a further addition to
your profits.

Bevin Bros. Mfg. Co.
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PIRATES.

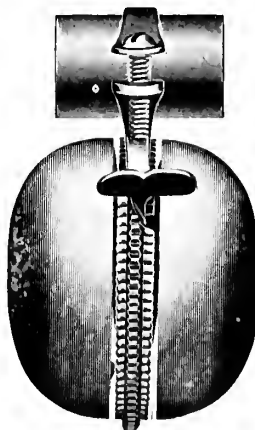
Business pirates prey on the
success of "3 in One." They
not only imitate the oil but copy
after the name and appearance
of the label and package.

There is and can be only one
"3 in One." It's the same oil
you've heard about for more than
ten years. It's the same oil
you'll hear about for many more.
"10 - more—years."

If you and other honest dealers
continue to stand by the "good oil,"
we'll stand by you. We'll help you
make more money. Right now we've
special plan to aid you. Write quick.

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Our 1905 line of
Bicycle Bells is now
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added several new
styles, and it will
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ONCE MORE

THOSE OLD FAMILIAR CRIES

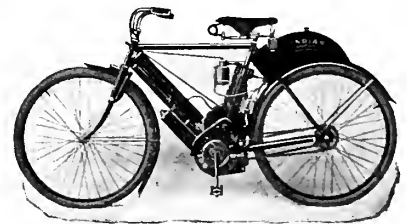
are being heard in the land:

"It's just as good as the INDIAN,"

"It's just like an INDIAN."

It is the tribute
which rivals pay to

INDIAN SUPREMACY.



It is their acknowledgement that
the INDIAN is the standard of
excellence, and should be enough
to decide the choice of the think-
ing purchaser. And there never
was a year when the buyers of
INDIANS received so much for
their money. The 1905 model
bristles with new features.

INDIANS ARE SOLD

not on what we say of them, but
on what they have done and on
what their riders say of them.
If in doubt, ask them, and if you
would know what the INDIAN
has done, write us. The record
is a long one, and made in open
competition.

**IS A "JUST-AS-GOOD"
GOOD ENOUGH FOR YOU?**

HENDEE MFG. CO.,
Springfield, Mass.

The Week's Patents

784,599. Carburetter. Hugh D. Studabaker, Bluffton, Ind., assignor of one-half to Paul Herman, Bluffton, Ind. Filed October 8, 1903. Serial No. 176,288.

Claim.—1. In a carburetter, a tank adapted to contain liquid hydrocarbon and provided at its lower end with an air-inlet, and at its upper end with a gas-outlet, a foraminous plate extending across the tank at a

point below the liquid-level, a plurality of baffle-plates arranged above the level of the liquid and forming a tortuous passage for the carburetted air, and a heating-jacket encircling the tank and serving to raise the temperature of the hydrocarbon and to assist in the separation of excess liquid from the air while passing the baffle-plates.

784,626. Electric Sparking Igniter for Explosive-Engines. George McCadden, St. Cloud, Minn., assignor to Frank Zins, St.

Cloud, Minn. Filed June 22, 1903. Serial No. 162,648.

Claim.—1. In a device of the character stated, the combination of a support, a stationary electrode, a movable electrode C, a trip-block mounted on the electrode C, a flat steel plate E having a bevelled edge and a slot to receive its fastening, whereby it is adjustably secured to said block, a plunger F having a circular top with a bevelled under side, and means for operating said plunger substantially as described.



WATCH YOUR INTERESTS.

If you do so, you will not fail to secure a magnificent, hand engraved, enamel lettered

SOLID BRASS SIGN—FREE.

(SEE ILLUSTRATION.)

All you have to do to obtain one of these signs is to save your "Brass Sign" certificates, one of which is enclosed with each dozen 4 ounce tubes of NEVERLEAK. When you have 12 certificates, mail them to us and you will receive one of these splendid signs, absolutely free of charge. This elegant present is an article for which any engraver would charge at least ten dollars. The signs measure 12 by 15 inches, and are strictly high class in every particular.

BUFFALO SPECIALTY MANUFACTURING CO., Buffalo, N. Y.



Every Dog Has His Day!

THIS IS THE TIME TO

BUY YOUR BICYCLES AND SUPPLIES.

All Standard Goods and Supplies for Bicycle and Automobile Builders and Dealers.

SEND FOR CATALOGUES.

EXCELSIOR SUPPLY CO., - 233-5-7 Randolph Street, Chicago, Ill.

Schrader Universal Valve.

(Trade Mark, registered April 30, 1895.)

NOTICE.

Manufacturers of Bicycles, Jobbers and Dealers:

In order to facilitate the obtaining of

PARTS of the Schrader Universal Valve,

I have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all the makers, or from A. SCHRADER'S SON. Price List and description of parts sent on application.

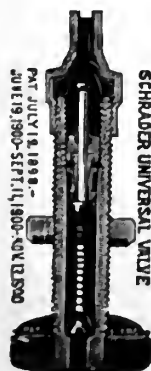
SIMPLE AND ABSOLUTELY AIR-TIGHT

Manufactured by

A. SCHRADER'S SON.

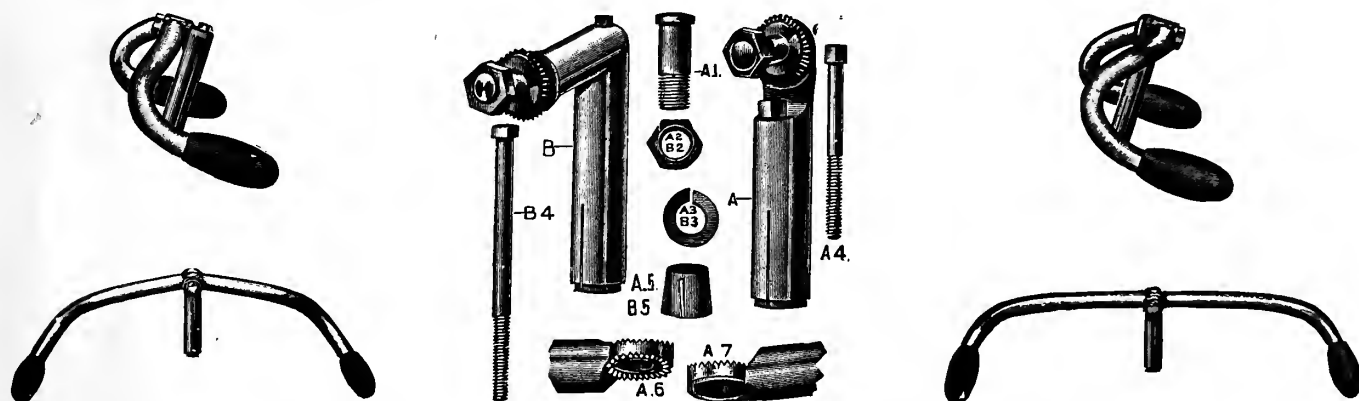
ESTABLISHED 1844.

30 and 32 Rose St., New York, U. S. A.



KELLY HANDLE BARS FOR 1905

will retain the same principles of construction, proven sound by years of usage, but will employ heavier forgings and be marked by even greater refinement of detail and finish than ever before.



HAVE YOU OBTAINED QUOTATIONS?

KELLY HANDLE BAR CO., - - - Cleveland, Ohio.

“PUT ON

PALMER TIRES

AND I WILL TAKE THE WHEEL.”

Just so. A quicker and a better sale made every time if equipped with Palmers.

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INDIAN Motorcycles. - from \$125 up.
Clement Outfit on Frame, - - - \$60
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Full line of Indians. Supplies, Parts and Repairs. All makes taken in exchange for Indians. F. B. WIDMAYER, 2312 Broadway, N. Y. City.

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Indian Motorcycle 1904, G & J tires, grip control, Compensating sprocket, - \$125.00
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All makes taken in exchange for 1905 Indian. Power in all motors increased 10 to 50 per cent. F. A. BAKER & CO., 1080-82 Bedford Ave., Brooklyn; 20 Warren St., New York.

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The Week's Patent.

784,166. Pneumatic Tire. Ernest Large,
Toronto, Canada. Filed March 12, 1904. Se-
rial No. 197,820.

Claim—1. In a pneumatic tire a cover hav-
ing a pocket in each edge in combination
with a plurality of endless wires for each
edge, each lying partly in said pocket and
partly outside it, substantially as described.

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For High Grade Bicycles. The best and neatest Oiler in the
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Regular 10,000 Mile.
Cyclometer.



Price, - - - \$1.00.

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Veeder Cyclometers

are partially sold for you in advance, since they are so well and so favorably known.

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The New Trip Cyclometer.



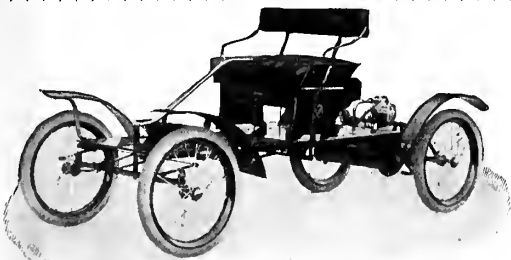
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The cut shows the exact size of the instrument.

As in the case of the Regular Cyclometer, the right hand figure on each dial represents tenths of a mile, the figures being red. The other figures are black and give the miles. We can supply readings in kilometres or in Russian versts.

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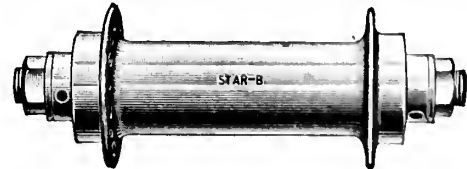
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ACROBATIC AND COMEDY CYCLISTS.
MASTERS OF THE BICYCLE.

Rochester, N. Y., Jan. 1st, 1905.

THE DIAMOND RUBBER CO., Akron, Ohio.

Gentlemen:--We want to thank you for the prompt delivery of the last tires we ordered; also to pronounce them entirely satisfactory and the most durable we have ever ridden.

We have tried nearly all the other makes and owing to the enormous weight of three men on them, and particularly the spin on the rear wheel which one of us performs, we have been unable to receive more than two weeks' wear from a tire until we tried the Diamond, which lasts us from twelve to fifteen weeks and longer.

Taking all this into consideration, we deem it our duty and do heartily recommend the Diamond as the best tire on the market.

Wishing you the success you deserve, we remain,

Yours respectfully, MOSHER, HOUGHTON & MOSHER.

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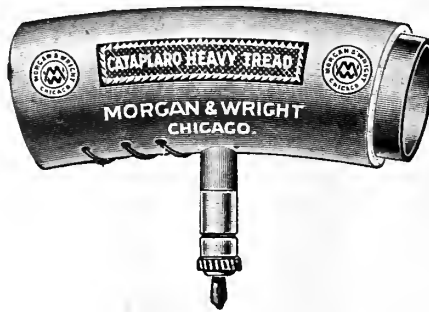
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Users of motor cycles are asked to send for our book, "Tires, and How to Use Them."

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DOUBLE TUBE

THE MOST SERVICEABLE TIRE MADE—RIDES EASILY, WEARS WELL

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For single wheels and tandem. Smooth tread only

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Reliable, Speedy, Comfortable.

YOU CAN ALWAYS REPAIR A G & J TIRE.

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ALL G & J TIRES ARE
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The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LI.

New York, U. S. A., Saturday, April 8, 1905

No. 2

THE SPRING RUSH BEGINS

Early Spring Brings Big Orders—Much Bigger than Usual, According to Reports.

The glorious summerlike weather of the past two weeks has had its natural effect on the cycle trade. The rush for bicycles that it has brought about has assumed proportions sufficient to warm the cockles of the most pessimistic heart. Whether the present heavy demand is at the expense of future business, there is, of course, no means of judging, but it is certain, at any rate, that the season has been given an early start and an unusually good one.

At the Pope factory in Hartford they report that the business for the first five days of April was far ahead of the corresponding period of last year. On Monday the orders aggregated more than 600 bicycles, all listing at \$40 and upward.

"The growlers who inform salesmen that the day of high grades is over have another guess coming," is the way W. K. Thomas, of the Miami Cycle & Mfg. Co., Middletown, Ohio, expresses their situation. "We never had so many inquiries and rush orders for Racycles as are now pouring in on us. Let the good work go on! Overtime is our long suit."

To Again Attempt Re-organization.

It is probable that reorganization of the Canada Cycle & Motor Co., Toronto, will be brought about during the current month. At any rate, a special meeting of the stockholders has been called for the purpose, at which a plan of reconstruction will be submitted. The last time an effort to reduce capitalization was made, some ugly questions were asked and a mighty row precipitated, which led to a deal of litigation. It is now stated, however, that all save a half dozen stockholders have been "won over," and that no serious objections will interpose.

The company was organized at about the culmination of the boom, with a capital of \$3,000,000 common stock and \$3,000,000 preferred stock. The capitalization was found to be much too large, and in 1903 reorganization was urged by the directors, which, however, was hindered by litigation. The original

reorganization plan involved a capital authorized of \$600,000, subscribed and paid up \$500,000, the par value per share being \$20, instead of the original \$100, but some changes have been made in the plan to be submitted at the meeting this month.

The Retail Record.

Marion, S. C.—W. A. James, fire, loss, \$2,000; no insurance on stock.

Paterson, N. J.—Andrew Kinloch; new store at No. 272 Straight street.

Lawrence, N. Y.—The Lennox bicycle shop, damaged by fire, is being rebuilt.

Woonsocket, R. I.—Charles A. Proulx, re-opening store and repair shop in the American block.

St. Louis, Mich.—Forquer & Ferris; reported total loss by fire exaggerated; loss did not exceed \$200.

Middletown, Conn.—Briggs & Treadwell (not William Briggs); new store at No. 122 College street.

Walla Walla, Wash.—George Burnison, purchased bankrupt stock of H. O. Peck and will continue the business.

Williamsport, Pa.—W. R. Watson, removed from 506 Fifth avenue to 335 Williams street.

Leominster, Mass.—The Pentucket Bicycle Co., reopened store.

Goshen's Receiver is Discharged.

In the Circuit Court at Goshen, Ind., on Monday last, the receiver for the Goshen Rubber Works was dismissed by order of the court.

The Goshen people write that the trouble arose over the disputed payment of freight bills, and that the court proceedings required but seventeen minutes in order to prove their solvency. They add that, while they have been handicapped by lack of sufficient working capital, this needed money recently has been provided by the placing of an \$80,000 bond issue on the plant, all of which, they say, has been subscribed for by the stockholders themselves.

Duck is Spreading Out.

A. W. Duck & Co., of Oakland, Cal., who recently incorporated as the Duck Cycle & Motor Co., are considerably enlarging their plant in preparing for increased business. They will make both cycles and motorcycles,

"DID 'EM UP" BROWN

His Persuasiveness and "Touching" Ways Netted Even Presents for his "Brothers."

This is a "touching" story. The "hero" himself claims to be a subject of King Edward, and a full brother of Ernest and Albert Brown, who comprise the firm of Brown Bros. Ltd., the big London cycle jobbers. Just when he reached these shores, or where he is at this time are secrets which are locked in his own manly bosom.

Probably none are more anxious to obtain information, or to catch a glimpse of the gentleman, than the Messrs. Brown themselves. George—George Brown is the name under which he has "introduced" himself, and that he "knows a thing or two" is evidenced by the fact that he got quite close to several American manufacturers with whom Brown Bros. have had dealings.

He made himself so popular with them that when he suddenly "discovered" that his "remittance from home" had not yet arrived, he had small trouble in arousing the extreme sympathies of those on whom he called; his "touch" was "persuasive." In two instances in Hartford it netted him pretty sums; in another case he recited his piece so well that he was even intrusted with presents to deliver to his "brothers" in London. Of course, they are still bemoaning the non-receipt of these gifts, while if his "remittance" ever arrived, he has failed to make known the fact to those new friends who succumbed to his "touching" practices.

In plainer English, the man, whoever he is, is a fraud, and the Messrs. Brown are very anxious to have the fact known in order that their American friends may not be further imposed on.

Butler Sweeps the South.

C. J. Butler, head of Morgan & Wright, who is making a wide sweep of the South, will not return to the factory at Chicago until about May 10. His trip has included Florida and a flying visit to Cuba, where the cycle trade has been looking up wonderfully since the roads were improved.

FORCE OF HABIT

How It Led to the Discovery and Undoing of a Spy in a Tire Plant.

"It's a curious thing that the habit of years never forsakes a man, no matter how hard he may struggle against it," said a well known rubber man the other day. "You've probably heard the old war story of the spy who had invaded a Union camp in the guise of a countryman, and who behaved himself so wisely that no one suspected his identity, barring the brigadier general, who was a trifle suspicious. On the second day of the Rube's sojourn he happened to be lolling about near headquarters. 'Stand attention there!' suddenly rang out the sharp voice of the general, and without an instant's delay the heels of the rundown cowhide boots came together with a click, the round-shouldered figure straightened up with a quiver, the hands dropped with fingers along the trousers' seams, and the whole pose became rigid, military, manly. It was only a second before the clever man had changed this posture to a grotesque caricature, but the instant's yielding to the force of habit had sealed his doom.

"An incident which illustrates the same principle, though its result was less gruesome, occurred while I was at our factory in H— some years ago. You know there are certain parts of the process of working up stock which have to be pretty well guarded, particularly so everything which has to do with the compounding of the gum.

"We used to have a good many visitors at the plant, and it was part of my duty to show 'em 'round. Of course, they were pretty well sifted in the office to make sure they had no interest in the business, and when they came into my hands their pedigree was supposed to be pretty well known, but, for all that, I was supposed to keep an eye on 'em and to hold 'em up if I noticed anything more than a passing interest in the game.

"One day there came down a seedy sort of a looking chap with a funny little round face, stubby nose, red cheeks and all that, but slightly bright, shifty eyes. He was dressed in a Sunday suit, all right, and claimed to come from a bicycle shop in a little back town in Massachusetts. I sized him up for the real thing and started in to show him the right regulation style.

The stockroom just took him all in, and he asked more fool questions than a pretty girl. He was very much interested in the basenit, and, all stockfull of surprise when he learned that the stuff had to be fixed before it could be used. Of course, he wanted to know all about what went into the mixture, and, of course, I wouldn't tell him, for, as a matter of fact, I didn't know the whole of it myself. The mixer was just putting up a batch of stock, and my little friend stood and watched him weighing out the stuff till I

began to get suspicious and dragged him away. Next we came to some stock that was already to be worked up, and he was all attention in an instant and wanted to know something about its being sticky like the pure gum. I made some non-committal answer, and with that he hauled out a big 'toid stabber' with about a three and a half inch blade, and sawed into the hunk he was holding. But before doing so he wet the knife blade in his mouth to keep the stuff from sticking to it. I knew right away from the quick, thoughtless way in which 'twas done—the blade just slipped between the lips, edge out, and drawn across its full length—that he and rubber were old friends.

I said nothing, but, instead, deliberately turned my back to him for a few seconds, and on turning around again noticed that a little slice was gone from the chunk he was just tossing into the bin. So without more ado I led him through by the back way and into the 'super's' office before the lad knew what he was up against.

"Maybe we had no right to do it, but all's fair in war, you know, and, anyhow, we put him through the third degree then and there and extracted a pretty good line of samples from his clothes. Then the boss put it to him straight, and after a bit he caved and told us the name of the firm who sent him. Never mind what 'twas now; they never tried it on us again, you bet, and owing to one or two little complications on our own side we never felt called upon to give 'em away.

"My gracious," he went on, "that fellow was good, all right. He had snooped no less than a dozen samples for analysis right from under my nose, and I would never have been the wiser if force of habit hadn't led him to drag that knife through his mouth.

"So you see, boys," he concluded, rising and dropping the "remains" into a huge brass receptacle by his side, "the error of getting fixed habits and the trouble they may get you into."

Here's Benevolence, Made in Germany.

Bicycling forms the basis of a prosperous mutual benefit organization in at least one instance, and not unlike the one suggested in England recently to help out embarrassed dealers, for in the "Solidarität" Germany possesses a Working Men's Cycling Federation, this being a translation of its somewhat cumbersome appellation. Its members, which at present number two thousand, are to be found in all parts of the empire, with headquarters at Frankfurt-on-the-Main. The annual dues are so small as hardly to come within the term nominal about 50 cents, which includes a subscription to the "Arbeiter-Radfahrer" (the "Workingman's Bicycle"), which is the official organ published fortnightly at Halberstadt.

In cases of accident the federation grants pecuniary relief, varying from \$1.50 to \$2.25 weekly for thirteen weeks, according to how long the injured individual has been a member, and \$10 for burial expenses in cases of fatal accident.

MAN OF MANY PARTS

He Lives out West and can Handle Language Among Other Things.

There's a "wonder" going to waste out in Minnesota. He discovered himself, and but for the fact that he "took his pen in hand" to "write a few lines," the real extent of his ability might have been forever locked within his own manly bosom. List to his lay, as sung in his own inimitable language to a Western manufacturer:

"I will inform you that I have a receipt for the order I sent to your firm order no. 2100, and also have a letter from you stating that you aint made a order recorded. I sent my order in the 1st April, with a post office money order for \$1.00 for advance pay the balance dues when I examine the sundries. I see on your statement that the prices are pretty steep, and I would like to know if you could not cancel the price more reasonable for me.

"Well I would like to have knowledge from you about what you can do for me in a two speed chain less bicycle. I would like to advertise your bicycles for you by riding one and make a record for speed. I believe I could make a very good record for I am very good in a long run. I don't think there would be very many that could put me in the shade on a long race if I had a little more practice. I intend to go to St. Louis and if you could make arrangements with me for advertisement purpose I would like to favor you. I am very attractive personal and if I had one of your fancy wheels I guess I would have every body rubber after me that would get an eye on me once. Hope to here from you in short orders and receive an understanding with your firm."

Dunlops Profits in France.

Monopoly is the cry usually raised against the Dunlop tire when sales records happen to be in question, but in France, where the patent protection is lacking, the Société Française des Pneumatiques Dunlop, Limited, shows a dividend in keeping with the length of its title. The annual net profits now considerably exceed \$100,000 and exhibit a large increase with each succeeding twelvemonth.

Buffalo Dealer Takes His Life.

Robert Hammond, a Buffalo dealer, has voluntarily shut up shop, though not in the usual manner. Hammond committed suicide on Monday of last week. Domestic troubles are said to have been the cause. It has not yet been decided whether the business will be continued or disposed of.

The Sort of Tires he Sold.

"We are making a special price on some odd tires which we carried over. Spenk quickly. They will not last long," advertised the dealer. And then he wondered why his friends laughed when they asked him if he really meant what he had said.

HERE'S A SWEET STORY

**It Deals with the Use of Sugar in Tires—
Porter for Contrary Valves.**

Sugar as a balm for the punctured tire is a new role for saccharine that will come somewhat as a surprise to those to whom its value in this connection is not familiar.

Unlike the thousand and one tire filling compounds, varying from condensed milk up to some high sounding stuff that was not much better, sugar solution is put into the inner tube instead of its use being confined to the single tube tire.

Here is what an oldtimer has to say on the subject in Cycling:

"Some years back I initiated a discussion on the merits of sugar solution for the interior of air tubes in rendering them more airtight. Many remarkable facts were elicited as to the effects. Among other cases I myself had a tire that I rode for fourteen months without pumping, when at last (the tube being old, thin and rather rotten) a spoke head penetrated it and closed the experiment.

"Some cyclists complain that the sugar prevents them from making good or easy repairs. I can only say in reply that I have used the system for five or six years at least, mending and patching all punctures without difficulty. The only precaution I observe is to press the tube well around the puncture to get the sugar solution away, wipe the tube outside with a moistened handkerchief, and then proceed as usual, taking care to keep the puncture uppermost, for sugar solution will not run upward, any more than other fluids.

"The effects of the sugar are simply wonderful. I once extracted a pretty stout thorn from a tire—the puncture being very obvious, so much so that sugar appeared through the cover and half the air fizzed out of the tire. Then it suddenly stopped. Being in a hurry, I just pumped up again and rode home. The tire did not need pumping for three or four weeks after, so I concluded not to mend that puncture, and never did. Then I stuck two pins into the tire right up to the head opposite the two spokes on each side of the valve; result, no effect whatever. Shortly afterward I opened the tire and hunted for those punctures, the position of which was known. One I could not see at all; the other was a tiny black speck which would not open, even on stretching. I never had occasion to mend them.

"Such small punctures seem to make no difference—and any puncture large enough to give trouble is at once made visible by a trace of sugar outside the inner tube. I never dream of having recourse to the water test; I never need it; and it has to be a pretty big puncture that needs to be repaired at all till I get home.

"An essential to success, however, is to have good large tubes that are not in a con-

dition of stretch when inflated. Most absurdly small tubes are sold nowadays, barely more than half their proper size. The method of treating the tire is as follows: Fill an egg cup with brown sugar to the top, and lightly press down. Then fill up with boiling water to the top and stir till as much sugar has dissolved as possible. Inject through the open valve stem with a penny lead squirt, or a glass syringe, all but the thick residue at the bottom. This is a sufficient quantity for one tire. The full effects may not be noted till you have ridden a few miles so as to spread the sugar round. The Dunlop people themselves confessed to me that they saw no reason why sugar solution should injure the rubber in any way. I myself now know by five or six years' experience that it has no injurious effect, and it certainly has the property of effectually closing small punctures."

In giving the *modus operandi* the writer states that he has always used Demerara sugar, and has had no experience with any other. As this is a low grade of raw sugar, it would appear that the amount of molasses in it contributes largely toward its efficiency for this purpose; consequently it will be necessary for any one who would emulate his example to obtain a cheap grade of dark brown sugar to experiment with.

From the following it would appear that the pneumatic tire does not confine its appetite to sweets, nor is it temperance, either, to judge from the recommendation given by the same British publication to an inquiring rider:

"Possibly the leak lies at the valve seating; tighten the nut holding the valve on to the tube. If it is a porous tube, an injection of porter or stout (say a tablespoonful) we have found effective."

Evidently English repair shops will have to give way to the competition of the grocer and the roadhouse!

When the Plug Won't Hold.

"Sometimes it happens that a plug simply will not hold properly in a single tube tire," remarked a practical rider a few days ago.

"When this occurs, I have more than once saved time and worry on the road by simply cementing a patch on the outside of the tire, as though I were repairing an inner tube, and binding well with tire tape. Of course, this is only a temporary repair, and not an absolutely perfect one, as there is still the possibility of thread leaks, but these are usually small, particularly if the tire is new.

"To make such a repair the patch should be of generous proportions and well solutioned. More care must be exercised to make a thorough job of cementing it on the tire than is usually the case in making inner tube repairs.

"For very big cuts or in any case where there is trouble in making a plug or rubber bands hold, I find this method a very expeditious one, which may hold for several hundred miles, or at least till home or a repair shop is reached."

DONT'S FOR TIRE USERS

**Some of the Things Not to Do if You
Would Escape Inner Tube Troubles.**

At this season of the year, when old wheels are being taken from their winter resting places and overhauls are the rule, Morgan & Wright's famous list of inner tube "Don'ts," which is appended, is of particular interest. They are also worth remembering at other times of the year:

Don't put a 26-inch tube in a 28-inch casing or a 1½-inch tube in 1⅝-inch casing—it will mean a "blow out" at the end. Have the tube fit the casing.

Don't inflate a tube out of the casing until it "balloons." Stop inflating when the tube becomes round and then locate leaks by stretching the tube lengthwise with the hands—under water if possible.

Don't twist a tube when pulling it into the casing. Pull it in straight.

Don't neglect to lap the ends so that the canvas strip is uppermost and directly underneath the lace holes.

Don't neglect to straighten the ends out before lapping. Use a smooth round-cornered stick or loop of wire to straighten them out when they cannot be conveniently reached with the fingers.

Don't send a tube to us when it has only a small puncture or leak that can be repaired by a patch. If not otherwise defective we repair such tubes and do not replace.

Don't neglect to repair all holes in your casing before pulling in a tube. Tubes that burst from blowing through holes in the casing are not necessarily defective.

Don't forget that rubber deteriorates with age, whether in use or not.

Don't forget to use plenty of soapstone in your casing when putting in tubes. It costs little and saves time, "cuss words" and tubes. If you pull your tube in two from lack of soapstone in the casing, we cannot do anything for you except to try to repair it.

Don't put oil or gasoline in your valve; it swells and rots the rubber washer on the plunger. Take the valve plunger out and clean it, or have a new one put in.

Don't forget that bicycle tires are measured from the ground up to the top of the inflated tire. A rim which measures 24½ inches takes a 28-inch tire, not a 24-inch, and a 28-inch tire needs a 28-inch tube.

Dealers Organizing a Picnic.

The dealers of Terre Haute, Ind., are arranging a big picnic which is to be tendered the local riders. A \$50 bicycle is being raffled to provide the necessary "wherewithal."

Good Streets Lead to Bicycles.

Merida, Yucatan, is one of the recently opened marts for bicycles. The demand immediately followed the paving of the streets of the city.



"Riding a Cushion Frame National with a Spring Fork is Like Floating on an Air Cushion."

Models 74 and 75 and 78 and 79 are the comfortable machines—the kind the middle-aged rider fancies. They are profitable—they please—they advertise you through their satisfied users. A little effort made at the beginning of the season usually brings good results. A sample or two are all you need to give force to your arguments in favor of the better machine. The price is right. Write us now.

NATIONAL CYCLE MANUFACTURING CO., Bay City, Mich., U.S.A.

Have you received our 1905 Catalog?

It is a matter of common remark that the

Greatest Damage to the Bicycle Business

was caused by cheap tires—those concoctions sold under all sorts of names by all sorts of people at all sorts of prices. The makers were ashamed to put their own names on them. There are lots of such tires still being made and sold. As we have remarked before,

All FISK TIRES Bear the Name "FISK."

We are proud of them. You will be if you sell them and will also be able to look your customer in the eye and to retain his good will.

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SYRACUSE, 423 So. Clinton St.
BUFFALO, 823 Main St.
CLEVELAND, 318 Euclid Ave.
DETROIT, 254 Jefferson Ave.
MONTREAL, CANADA.

ST. LOUIS, 3908 Olive St.
OMAHA, 1116 Farnum St.
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SAN FRANCISCO, 114 Second St.
LOS ANGELES, 1034 So. Main St.

LONDON, ENGLAND.

THE BICYCLING WORLD

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and MOTORCYCLE REVIEW

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, APRIL 8, 1905.

THE Annual Spring Number

OF

THE BICYCLING WORLD

FOUNDED 1877
and MOTORCYCLE REVIEW

WILL BE ISSUED

APRIL 22nd, NEXT.

Lamps are Life Savers.

It is one of those old, old subjects that never grow old—that of carrying lamps on bicycles. It recurs annually, and as regularly it is impossible to fully comprehend the opposition brought to bear by those who oppose the display of lights. It is brought up again by the lamp crusade which is being waged in Indianapolis. One of the dealers who participated in this newspaper argument betrays a not uncommon frame of mind entertained by some of his fellows.

The burden of his song is: "The dealers would prefer to have no lamp ordinance, as they would profit more by the increased sale of bicycles."

We have heard this argument again and again, but have yet to witness a scintilla of evidence in support of it; it is one of those easy phrases that roll easily off the tip of the tongue or end of a pen; it is an easy way for dealers to account for loss of sales. As a matter of fact, we do not believe that any man, woman or child, whatever their station in life, has ever been deterred from purchasing a bicycle because of the existence of laws requiring lamps; we do not believe a single dealer ever really lost a sale because of such laws, although, of course, we know that not a few of them have deceived themselves into that way of thinking.

Why any reasoning man should oppose the use of lamps is incomprehensible. All of the dealers who oppose them, and most of the politicians, invariably plead poverty on the part of purchasers, and in the next breath even more vehemently demand that the highways be made safe.

The proper law, and the one that would absolutely make road travel safe, is that which would require display of lights on all vehicles without exception of any sort. But of all vehicles that use the road the bicycle is the most noiseless, and the more requires a warning beacon of some kind. As their approach cannot be heard, it is proper that something be done which will permit it to be observed. It is not merely that a warning light is due the public, but from the standpoint of self-preservation the cyclist himself should be more than ready to display one. There never was a time when this spirit should be more willingly reduced to practice. The automobile has added a new terror to the road, and the first instinct of self-protection should suggest a light of warning to lessen the danger.

It is all very well to contend that the automobilist should look out for other users of the road, and that cyclists are competent to take care of themselves under all circumstances, but we believe that in the event of accident, if it is shown that the cyclist displayed no warning of any sort it would prejudice any case at law that he might bring; it would contribute prima facie evidence of contributory neglect on his part.

This is a feature of the case that many riders, and some of those dealers who oppose lamps, fail to consider. The Indianapolis dealer to whom we referred attempts to

strengthen his contention by the statement that bicycles are now "as necessary as shoes and overcoats to thousands of people"—a statement that admits of small dispute. It might be added, however, that lamps on the bicycles are quite as necessary as those wearables, and for almost the same reason—they preserve life.

Government of Motorcycling.

There has been comparatively so little motorcycle racing, and so little effort made to regulate it, that it is safe to say the formulation of the rules for competition by the Federation of American Motorcyclists, which are published in another column, was not such a simple task as may appear.

In the light of the limited experience, the best use appears to have been made of the matter in hand, and it is easy to see that some of the lessons taught by cycling experience have been turned to advantage.

The rules, it is understood, have been drawn with the idea that the man rather than the machine should be the master; he is not placed subject to its any contrary whim that might rob him of a well earned victory; the provision permitting change of mount is assurance of the sort. We recall distinctly that we once saw a man, with victory absolutely in his grasp, go "down and out" through no fault of his own, or of his machine; the cement track on which the race was held simply wore through the tire.

The provisions requiring sanctions and registration is in line with the experience of all other organizations controlling competition. They are necessary if a firm grasp is to be held on the sport, and no promoter or competitor who would not have the young sport "go to the dogs" and who desires protection, and also that his race meet or performance shall be recognized and be accepted as bona fide, will object.

The 110-pound weight limit has been well rounded off. It interferes little with the machines of greater weight; it simply requires of the promoters that they shall specifically denote, on entry blanks and programmes, the particular nature of each race; the lighter machines are encouraged by the requirement that at least two events, limited to the 110 pound class, shall be included in all meets. It is in the nature of giving men notice of the manner of machine they will be pitted against. The abnormally powered machines—those of more than 5 horsepower—are very properly legislated out of existence, or, at any rate, off of the track. It is a pro-

vision that makes for both safety and practicability.

The amateur and the professional are defined in fewest possible words, and without straining at gnats. If the rules are rigidly adhered to, as should be the case, it will be a credit to be an amateur under the rules of the F. A. M.; his way has been made easy. The rule permitting an exchange of prizes removes one of his greatest temptations, while the penalties are such as will make the evilly inclined think twice before committing an offence. Worthy of particular commendation is the effort to curb the sneak thief who seeks to profit by giving misleading information or by the use of a false name. This ilk was too numerous in the bicycle days, and no punishment is too severe. Although some of them make light of it, and some apparently respectable men did stoop to the practice, it does not lessen the fact that a prize won under such conditions is a prize stolen; there is no such thing as a sportsman-thief.

Altogether, the rules are well worthy of support, and should do much to promote and raise the level of motorcycle competition.

How the Automobile Helps.

Automobilists have not been as quick to take up the good roads question where the bicycling fraternity left off as might have been expected, but, then, to drop into the vernacular, they have had "troubles of their own," and the least of these was the question of good roads.

Legislation, not to speak of others, has been and is still pouring forth from every State capital in a manner well calculated to deluge the adherents of the automobile. It is of almost the same character as that to which cyclists were subjected in the early days.

But, all things considered, making an automobile that would run—a machine possessed of a commercial factor of reliability—has been a far greater trouble than legislation, and now that this has been accomplished the latter can doubtless be kept in hand. And then the matter of road improvement should receive an amount of attention that will inure to the benefit of the cycling fraternity to as great an extent as any other portion of the community. While powerful organizations worked for this end in the height of cycling days, they are not to be compared with the possibilities back of the automobile, so that the latter may well be said to benefit the rider of a bicycle more than harming him.

Home Trainer Tournament Is Finished.

Vailsburg's opening and the century runs of the New York and New Jersey State divisions of the Century Road Club of America, all on Sunday, served to break up the last meet of the interstate home trainer tournament, which has been promoted by the Tiger Wheelmen of New York City. In view of this, it was decided to call the tournament off and count the standing of the riders for the previous week as the final.

Henry Vanden Dries, therefore, wins the tournament, with a total of 7 points. D. B. Brown is second, and has the honor of winning five events in the series. Two riders are tied for third place, Charles Martin, of the Tiger Wheelmen, and H. Wallin, of the Monitor Cycling Club, each having 3 points. C. P. Soulie, of the Tiger Wheelmen, is next in line, with 2 points. Those who won only one event and who are tied for bottom place are Charles Sherwood, of the Pellett team; F. Erickson, of the Monitor Cycling Club, and G. C. Zaun, of the Acquackanock Wheelmen of Paterson, N. J.

The next event in which the Tiger Wheelmen are interested will be the annual spring handicap, to be run on Long Island on Sunday, May 7. As a motor bicycle and several high grade bicycles, besides fifty other prizes, are to be offered, it is expected the race will attract many out of town sprinters. H. A. Glieman, No. 782 Eighth avenue, New York City, is chairman of the race committee.

Where Auctions Worry Them.

Bicycle auctions as a means of disposing of the "hand me downs" constitute a feature which the trade in this country, despite its numerous odd phases, developed in the course of the greatest business ever done in any single commodity in the same space of time, could never boast.

They are said to be frequent in Australia, and daily becoming more so in that island continent below the "line." Types manufactured by leading makers are said to draw the attendance, but usually not more than half a dozen or more reliable makes are put up for the delectation of bidders. The bulk of the lots offered are of the unknown and shoddy kind. It is a matter for speculation whether the game is carried on after the manner affected by the wily Jap in this country and how many cappers are necessary to run a full sized "sell 'em out at your own price" outfit.

Peace Declared In Buffalo.

Peace has at last been declared between the warring Buffalo Racing Cyclists' Union and the Regimental Athletic Associations in that city, and joy now reigns supreme. The "union" men have agreed to ride in future events, and accordingly their suspensions have been raised by the National Cycling Association. The regiments, in turn, have agreed to reduce the entrance fees, which was one of the causes of the "war."

Michigan Tourists Reach Mobile.

Advices from Mobile, Ala., state that C. C. Murphy and C. M. Darling, the Michigan touring cyclists, have arrived here. A Mobile paper adds that "in appearance they are far above the average of this class of tourists, and look like a pair of healthy college boys, prompted to the undertaking by the love of outdoor life and adventure."

Murphy and Darling left their homes in Jackson, Mich., on May 2, 1904, to make a tour of every State and Territory in the Union on their bicycles without working, begging or stealing. They have already travelled in twenty-five States and four Territories and have piled up 9,123 miles.

To Protect the Cyclometer.

A rather neat arrangement for protecting the star wheel of a cyclometer from dirt and rust is to make a little housing from sheet aluminum. It is simply bent over the outside of the device, and its ends slipped between it and the bracket which supports it. It is made to extend outwardly beyond the star wheel as far as it may without interfering with the wheel of the machine, and is cut away on the under side so as not to be hit by the striker. A bit of experimentation will show the best shape to cut the sheet metal, and, once in place, it will be found to act not only as an efficient protector, but as a safeguard against injury as well.

Portland's New Regulations.

Portland, Ore., possesses an ordinance compelling all bicycles to be equipped with a bell that can be heard thirty feet away, and a lamp that will throw a light a distance of thirty feet; but this, the police declare, not one cyclist out of ten has done. Accordingly a big roundup of offenders is in view. The fine for the violation of either of these provisions is from \$5 to \$100. After May 1 and during the summer months cyclists will not be allowed to use the sidewalks, although it will be permitted during the winter.

Motorcycle Brings Back Titus.

The motor bicycle is gradually bringing back to cycling a number of the old timers. Fred J. Titus, once a crackjack of the path, is one of the latest "converts." Although he is connected with an automobile establishment, he is so enamored of the motor bicycle—and he paid for it, too—that he spends all his spare time astride it.

Philadelphians to Adopt Uniforms.

The Philadelphia Motorcycle Club is in a fair way of shedding the unstylish leather garb. It has voted to adopt a uniform and a "dressy" one and is now seeking the best material.

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau Street, New York. ***

VAILSBURG'S OPENING

Spectators' Teeth Chattered but Racing was Spirited—Favorites Fail to Score.

Usually opening day at the Vailsburg board track means an attendance of at least 4,000. "Fans" are "fans," and they'll go a long way to witness their favorite pastime, but only about half the hardened followers of the game had the temerity to turn out Sunday. To be in at the first gun probably prompted many to honor the occasion with their presence, for of all the days unfit for bicycle racing, Sunday was near, if not quite, the limit. The too suddenly arrived summer that had held sway all week realized its "too previousness" and retired whence it came. It was succeeded by a wind that pierced one to the marrow, and was raw and sharp enough to cause teeth to chatter. But the riders were there to race, and appeared to care little, although they must have felt the cold in their skimpy attire, especially when coming up the back stretch. Those who purchased grand stand seats soon vacated them for the sun-kissed spots on the bleachers. Despite the abnormally early start and comparatively short notice given the riders, the entry lists were well filled, and all the pedal-pushers evinced an anxiety to get on the boards and do things. Long before the band started its usual tuning up, the sprinters were on the track warming up. The amateurs hooked up behind the professionals and followed them around the oval just like "old-timers."

As far as racing was concerned, the inaugural meet was a huge success. The finishes were close and fought out to the limit, and no loafing, as is usually the case, caused the events to be anything but tiresome.

Harry E. Nichols, of the Clinton A. C., Brooklyn, graduated from the novice class by winning the half mile. The race was run in three heats, two to qualify in each heat for the final, and a classy little bunch of the "simon pure" youngsters lined up for the start. S. F. Bartol, of New York, crossed the tape first in the opening heat. Fred Baum, of Newark, was second. Time, 1:14. In the second heat Gaston Gerard, of New York, was a close finisher, with Harry E. Nichols a close second. Time, 1:12 3-5. J. Frainck, of New York, a post entry, considerably dubbed "Reddy" by the "bleacherites," would have been somewhat of a dark horse had it not been for his glowing top-piece. "Reddy" did some good riding, though. He led at the bell, and when the tape was crossed was several yards in the lead. Alfred J. Wellner finished second. Time, 1:17 3-5. In the final heat Nichols crossed the tape first, with Gerard sticking close to his rear wheel. Frainck was third. Time, 1:13.

The best amateurs in harness lined up for the half mile. Jacob Magin, the speedy young Irvington amateur, who this year is the proud wearer of Frank Kramer's "Number 1," finished first in the first heat. Gus

BASKING IN THE SUN ON THE BLEACHERS.



STARTERS IN FINAL HEAT OF FIRST RACE OF THE YEAR.

Perden followed two lengths behind. Charles Sherwood, of New York, who rides under the colors of the Pellett team, had hard luck. Sherwood has been religiously training all winter, and was expected to distinguish himself, but a broken chain put him out of the running.

Joe Marnello, of Newark, led at the bell in the second heat, but H. M. Kuehne, of New York, proved his ability as a wind plugger and left the bunch far behind when coming up the back stretch. Kuehne finished first,

and A. Beyerman, the veteran road rider, was second. Time, 1:15 4-5. Charles Frank, of Newark, finished first in the third heat, and only beat J. Watson across the tape by a scant three inches. Time, 1:13 3-5. The fight for first place in the fourth heat was between Teddy Billington, of Newark, and Charles Nerent, of New York. Nerent and Billington were neck and neck at the bell. David Mackay, of Newark, then got into the running, and with Billington the two had a scrappy sprint for the tape. Billington

crossed slightly in the lead, however. Time, 1:16.

Edward Rupprecht, of the Bay View Wheelmen, Newark, did some phenomenal sprinting in the fifth heat. He had a clear lead at the bell and maintained the advantage until the finish. Oscar Goerke, of the National A. C., New York, finished second. Time, 1:19 1-5. Goerke disappointed his followers in the final heat. Many regarded him as an easy winner, but the best he could do was to finish fourth. Charles Frank crossed first, with Jacob Magin only a few inches behind. Beyerman was third and Goerke fourth. Time, 1:10.

A representative bunch of the "pros" lined up for the two heats of the half mile handicap. Joseph Fogler, of Brooklyn, riding from 30 yards, finished first in the first heat. John Bedell, 10 yards, of Lynbrook, L. I., was two lengths behind Fogler. Henry Chappey, 55 yards, of Little Falls, was third, and J. T. Dolbear, 60 yards, of Jersey City, was fourth. Time, 1:00 2-5.

E. F. Root, winner of the Madison Square Garden six-day race, was picked out as a winner in the second heat. He was the only rider to start from scratch and could do no better than to finish fifth, which, of course, put him out of the final. Floyd Krebs, 20 yards, the "Flying Dutchman," of Newark, finished first, and Walter Bardgett, 30 yards, of Buffalo, second. W. R. Lee, 40 yards, of New York, was third, and Oliver Dorlon, 25 yards, of Manhattan Beach, was fourth. Time, 1:03 4-5.

This left Fogler, John Bedell, Chappey, Dolbear, Krebs, Bardgett, Lee and Dorlon to fight it out for honors. The sprint for the tape was the prettiest exhibition of the meet. All the riders were bunched when they rounded the final turn and came into the stretch, but with an extra burst of speed Krebs made for the tape. Bedell was "there with the goods," however, and as the "Flying Dutchman" flashed across the tape, the Long Island lad was not more than two inches behind. Fogler came in third, and Bardgett fourth. Time, 1:00 3-5.

Joe Marnello, with a handicap of 160 yards, won the first heat in the one-mile handicap. L. J. Weintz, 60 yards, of New York, was second. Oscar Goerke, 20 yards, finished third, and Adam Beyerman, 50 yards, fourth. Time, 2:14 3-5. W. Clifton, 80 yards, finished first in the second heat, and Charles Sherwood, 40 yards, second. William Wilkins, Jr., 140 yards, was the third man to cross the tape, and Edward Rupprecht, scratch, the fourth. Time, 2:18 1-5. The Hussey brothers, of Newark, Albert and J. J., each with a handicap of 160 yards, had things their own way in the third heat. Albert Hussey was the first to cross the tape, and Michael Ferrari, 140 yards, second. J. J. Hussey was third. David Mackay, 20 yards, finished fourth, and S. S. Hickey, 100 yards, fifth. Time, 2:13 2-5. Wilkins crossed first in the final heat, with Charles Nercnt second. S. S. Hickey was third. Time, 2:00 4-5.

There is always an individual star at a

race meet, but Sunday the halo could be fairly placed on two heads. To John Bedell, for his victory in the two-mile open, perhaps, the greater honor is due, but to Floyd Krebs for his win in the half mile handicap, there is also a rosette or two coming. The feud between Root, winner of the last six-day race in the Garden, and Krebs, who defeated him in the Philadelphia contest, broke out afresh in the two-mile open. Root had elected to team with Bardgett, while Krebs was paired with Fogler, his partner in the Madison Square grind in December. Fogler, with Krebs at his heels, began a long sprint as the bell sounded for the last lap.

Root rode up to the side of Krebs and remained there until they entered the home stretch, where the former took the lead. As Root went by Krebs, John Bedell followed him, and so Krebs was shut in on the pole when the trio entered the straight for the sprint to the tape. Krebs made no effort to ride around Root, but tried to force his way through on the pole, and might have succeeded but for the fact that the crowd lined up along the inside of the track would not move out of his way. While Root and Krebs were having their argument on the pole, John Bedell sprinted by on the outside and defeated Root by less than a foot, Bardgett finishing just behind Root in third place. After the race Krebs made a heated protest in Weberfieldian English against Root, but the protest was not sustained, as Root had acted entirely within his rights in refusing to make room for him. Oliver Dorlon fell, and Carl Limberg, of San Jose, Cal., and John King, of Newark, rode over him. None of the trio were injured, although Dorlon picked up a lot of slivers from the rough track surface.

Henry Chappey, of Little Falls, led at the first time around, Charles Schlee, of Newark, was ahead at the second lap; Oscar Schwab, of Greenwich, Conn., at the third; E. F. Root at the fourth, Chappey at the fifth and sixth, Joseph Fogler at the seventh and John Bedell at the finish. Time, 4:46. Summaries:

Half-mile novice—Harry E. Nichols, first; Gaston Gerard, second; J. Fraunce, third; S. F. Bartol, fourth. Time, 1:13.

Half-mile open, amateur—Charles Frank, first; Jacob Magin, second; Adam Beyerman, third; Oscar Goerke, fourth. Time, 1:10.

One-mile handicap, amateur—W. Wilkins, Jr., first; Charles Nercnt, second; S. S. Hickey, Jr. (100 yards), third; Joe Marnello (160 yards), fourth. Time, 2:09 4-5.

Half-mile handicap, professional—Floyd Krebs (20 yards), first; John Bedell (10 yards), second; Joseph Fogler (30 yards), third; Walter Bardgett (30 yards), fourth. Time, 1:00 3-5.

Two-mile open, professional—John Bedell, first; E. F. Root, second; Walter Bardgett, third; Floyd Krebs, fourth. Time, 4:46. Lap prize winners: Chappey, 3; Root, Schlee, Fogler and King, 1 each.

The Essex Bicycle Club, of Newark, N. J., will celebrate its twenty-seventh anniversary to-night at Achel Stetter's, Newark. Besides the dull routine of business affairs, a dinner and a theatre party is promised those who attend.

Three Races in Buffalo Armory.

Three races were the features of the last games for this year at the 65th Regiment Armory last Friday night. Gurney Schue and Al. Mercer were conspicuous by their absence, owing to sickness. R. J. Hoover was sick also, but rode, and managed to finish second and third in two of the races.

In the two-mile handicap E. J. Hanks (145 yards) crossed the tape first. H. Koch (160 yards) was second, and T. J. Hanks (135 yards), third. Time, 5:16. The three-mile lap race was exciting. A. W. Holmes finished first in the first heat, Fred Schudt in the second and R. J. Hoover in the third, the latter winning every lap in his heat. Schudt got off the mark first in the final heat, and led at a pretty good clip for about a mile. Then he dropped from his wheel from sheer exhaustion. He remounted, but was soon lapped. Charles McCracken won the event, with Hoover second and Holmes third. Oscar Goerke, of New York, watched the races, but did not ride. The time for the three-mile lap race was 8:04 3-5.

Fred Schudt finished first in the five-mile open, with Charles McCracken a close second. R. J. Hoover was third. Time, 14:08 4-5.

The "Extra Day" at Richmond.

Nat Butler, the veteran of Boston, defeated Frank Cadwell, of Hartford, Conn., in two motor paced races at the "aftermath" of Jack Prince's alleged six-day race at Richmond, Va., on Thursday night of last week. Butler won the race in two straight heats, the first three miles being covered in 5:39 3-5. Butler finished fifteen lengths ahead. In the second heat, at four miles, Butler crossed the tape a winner by even a greater distance than in the former heat. Time, 7:29.

Ollie Hope crossed the tape first in the first heat of the half-mile open, for local riders. Dallas Richardson was second and Nelson Holt third. Time, 7:07 1-5. In the second heat Hope was again victorious, and finished first with a good twenty yards to spare. As in the previous heat, Richardson was second and Holt third. The time was not taken.

Bennie Munroe, of Memphis, Tenn., and Frank Galvin, of Newark, N. J., rode three one-mile heats, best two in three. Munroe won the first in 2:14 3-5. Galvin, by a pretty spurt, finished first in the second, with Munroe only half a length behind. Time, 2:16 4-5. The Tennessean put a gap of forty yards between himself and Galvin in the last heat. Time not taken.

Police May Stop Vailsburg Races.

From Newark comes the news that the Newark Police Board, at a meeting Thursday night, ordered racing on Sunday at Vailsburg stopped. Just whether the Newark police will hold out and actually stop to-morrow's events is not known, but there is no accounting for Newark police officials' actions. There have been cases of "turkey in the straw" in Newark. However, Manager Fred W. Voight is going on with his plans as if nothing had happened, and in all probability the races will be run to-morrow.

NEW YORK'S SIDEPATHS

Oneida County Re-districts them and Monroe Alters the System of Selling Tags.

At a meeting of the Oneida County Sidepath Commission, held at Butterfield, N. Y., the principal business transacted was the redistricting of the county. Power was given the commissioners to employ help to place the paths in their districts that are used in good condition. The commission has about \$1,100 in the treasury, an amount much too small to enable it to do the work needed. To swell the sum tags will be placed on sale, and 6,000 have been ordered.

Oneida County has about two hundred and fifty miles of sidepaths, and they have been kept in fairly good condition. Those paths that are used the most will be repaired first. The paths have been grouped under the new arrangement as follows:

Verona, Sylvan Beach District—North Bay to Sylvan Beach, Sylvan Beach to Oneida Valley, Higginsville to Durhamville, Durhamville to Oneida, Sconondoa path, Sconondoa to Verona, Verona to Vernon, Vernon to Kirkland, Vernon to Oneida Castle and Oneida Community, Vernon to Vernon Centre.

Rome District—The paths in the city of Rome known as the Two Horns, Rome to North Western, Rome to Lee, Rome to Verona, Rome to Lowell, Rome to Bartlett and Westmoreland, and the river path from Rome to Oriskany Flats.

Camden District—Camden to West Camden and Camden to McConnellsville.

Utica District—All the paths radiating from Utica City and those in the towns of Trenton and Floyd.

Sidepath license tags were placed on sale in Rochester, N. Y., on Monday. The price will be 25 cents, as usual, and the design for this year is a large aluminum figure "5," denoting the year. The figure shaped tag is appropriately lettered, and is intended to be attached to the left fork of the machine.

A. P. Dean, superintendent of sidepaths since the establishment of the old sidepath commission, and who is in direct charge of the paths, has outlined a slight change in the sale of the tags this year. Instead of placing the tags in the store or office of any one who may apply, they will be for sale only in the bicycle shops and cigar stores throughout the county. The dealers will be given a commission as an inducement to sell them.

Naturally the sale of sidepath licenses in Monroe County now is not as great as it was eight or nine years ago, when over fifty thousand were disposed of annually. Mr. Dean says, however, that the sale of tags this year will be greater than last, and in anticipation of a revival of cycling he has ordered 12,000 numbers as a "starter." He also says

that the paths are in general use, and that any talk of abandoning them is the signal for earnest protest.

New Idea in Luggage Carriers.

As a transporter of light loads, in addition to its rider, few things have ever equalled the bicycle, and the amount of truck that the tourist manages to tote along in one of those old-time frame bags was certainly amazing. Apart from this and the rack made for the benefit of the market boy, odds and ends have always been strapped on the handle bar.

Now, quite a novel idea for this purpose is being put forward in England. It is nothing more or less than an adaptation of the centuries old saddle bags, or their prototype, the mule panniers, both of which forms are always slung over the animal, hanging down half on each side. The rear wheel is made to do duty in the case of the bicycle, a basket or pouch being slung at each side of it from



NEW YORK BRANCH 214-216 WEST 47TH ST.

a rearward extension bolted to the frame or saddle post and made fast on each side at the ends of the hub. It is made in two styles, the only difference being in the capacity, this being increased by carrying the basket the full length of the hanger. According to the makers, this carrier has been largely supplied to postmen and tradesmen of all kinds, even including the dispenser of lacteal fluids. It has the advantage of carrying the weight close to the ground and making easy riding with a load which would be a disturbing factor if carried on the frame or handle bar. By a slight addition it is also made to do duty as a support to keep the wheel upright when at rest.

Cause of Clayton's Anti-Sidewalk Crusade.

Because the assistant cashier of the St. Louis County Bank at Clayton, Mo., was knocked down by a cyclist the county court has passed an order requesting the Sheriff to keep bicycle riders off of the sidewalks. Almost all the sidewalk the town can boast of is that which surrounds the courthouse.

"BUSINESS GIRLS' " PLEA

It May be the Means of Affording Cyclists the Continued Use of Oakland's Sidewalks.

When Mayor Warren Olney, of Oakland, Cal., received a daintily perfumed note last week addressed to the city council, he instinctively looked for the signature, and naturally expected to find the name of some feminine creature subscribed, but was rather disappointed to find the signature, "From six business girls."

The note was a protest against the passage of the ordinance prohibiting bicycle riding on the city sidewalks, which the council has under consideration. The objection raised by the "girls" is that the present administration has not made good streets, and in rainy weather it is impossible for them to use their bicycles.

"We are business girls," the note concludes, "and while the streets are in such poor condition, we think the city council should assist us to the extent of permitting us to ride on the sidewalks. We are not 'scorchers,' and only wish to use the sidewalks for legitimate purposes."

The city council has taken the plea under consideration and the proposed ordinance probably will be tabled.

Quakers Elect and Eat.

The banquet room in the Hotel Garriek, Philadelphia, was on Thursday night of last week the scene of a gathering which recalled the good old days when cycling was in its prime. A hundred or more men at one time or another closely identified with the sport and trade in its various branches were the guests of the Associated Cycling Clubs, which organization held its annual meeting to show that while it may have slept it is not dead.

Thomas Hare, for many years the president of the Associated Cycling Clubs, was re-elected to that office; Harry Hochstader was chosen vice-president; Joseph Estoclet, secretary, and E. Ramsay, Robert Herold and J. N. Reeves were elected directors.

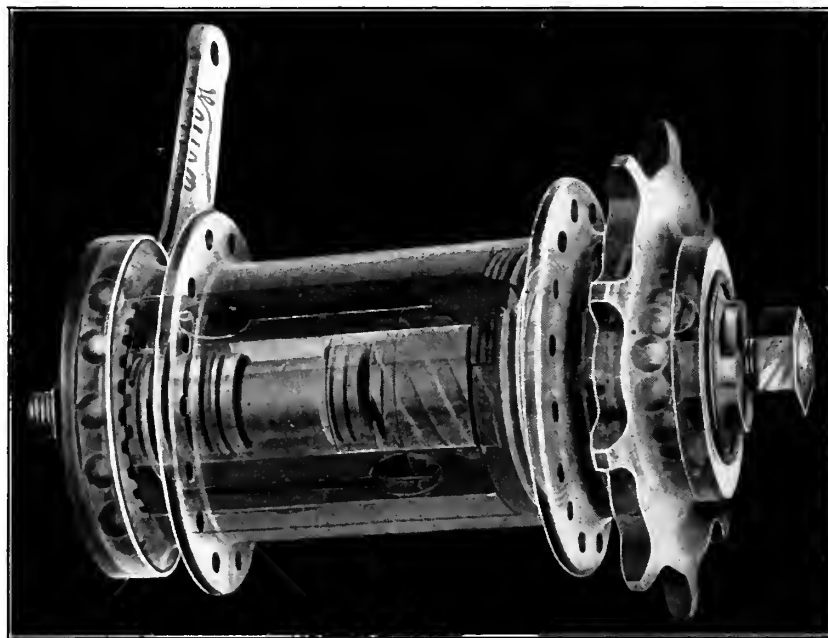
The secretary's report showed that the eleven clubs were still affiliated with the organization, and the treasurer's report showed a balance of \$630, with no indebtedness. At the conclusion of the meeting the annual banquet was held, at which toasts were responded to by H. B. Worrell, "The L. A. W."; H. B. Hart, "The Trade"; Dr. W. H. Morris, "The Century Club," and M. J. Costa, "Up to Date Sport."

Wholesale Stealing in Paris.

In Paris, at least, where automobiles and motorcycles are much more common on the streets than horses, bicycles still seem to be very much of an attraction. It is stated that the police received complaints that over eight hundred cycles had been stolen or lost in one day last month—a rather tall tale, but not too tall for cycling to America.

“But do not overlook the fact that there are good and bad coaster hubs.”

(Extract from a repairman's letter in which he states that he fits on an average two or three a day in the busy season.)



All whiskey is good,
All girls are pretty,

but there's a good, better and best
in every class, and where coaster
brakes are concerned the

MORROW

is first and best.

Want copy of our booklet?

ECLIPSE MACHINE COMPANY,
Elmira, N. Y.

RULES FOR MOTORCYCLISTS

F. A. M. Promulgates its Racing Regulations—All Points Seem Well Covered.

Rather tardily, the Federation of American Motorcyclists, which by resolution of the organization at its annual meeting in July last, took over the control and administration of motorcycle racing and other forms of competition on January 1, promulgated its racing rules this week.

The rules require the registration of all intending contestants who are not members of the F. A. M., provide for a sanction system, define the amateur and the professional in simple but comprehensive language, and while making 110 pounds the standard weight of motor bicycles, as was voted at the annual meeting, the rules are yet liberal and prevent the use only of machines exceeding 5 horsepower, provided only that the distinctions are included in the entry blank. The penalties provided for are stern ones, but not such as any honorable or self-respecting man need fear. The enforcement of the rules will devolve on the Competition Committee, which is composed of Allen W. Campbell, Passaic, N. J. (chairman); W. G. Le Compte, Baltimore, Md.; Dr. C. J. Dove, Muskegon, Mich.; John Hurck, St. Louis, Mo., and C. C. Hopkins, San Francisco, Cal.

The rules in full are as follows:

SANCTIONS.

Section 1. Any person, association or club (hereinafter referred to as the Promoter) desiring to hold a contest or contests under the rules of the Federation of American Motorcyclists, other than a contest limited solely to the amateur members of a local club, shall first obtain a sanction from the chairman of the competition committee. No announcement of such contest or contests shall be made until such sanction shall have been obtained. Infraction of this rule shall perpetually disbar the offending promoter from obtaining a sanction from the competition committee.

Sec. 2. The application for such sanction shall be made to the chairman of the competition committee, and shall be accompanied by a fee of \$2 for each day such contest or contests may continue, if an admission fee is to be charged, or \$1 if no admission fee is to be charged. Such application shall state the name and address of the promoter, the character of the contest or contests, the date desired, the course to be used and the amount of entry fee. It shall also specifically state whether a match race or a race for a stake, wager or gate receipts is to be run.

Sec. 3. If the event is to be run on the road the committee may require evidence of the permission of the proper legal authorities.

Sec. 4. After a sanction shall have been granted no change shall be made in any of the details required to be set forth in the application for same.

Sec. 5. No sanction shall be granted to a promoter who shall have previously transgressed the racing rules of the Federation of American Motorcyclists, or permitted another to transgress them at a meeting under his management.

Sec. 6. The competition committee may refuse a sanction without assigning a reason for such refusal.

ENTRIES.

Section 1. On receipt of a sanction the promoter shall prepare an entry blank, which shall contain the following details:

Name and address of rider.....

F. A. M. membership No. or registered No.

Name of Bicycle.....

Name of Motor.....

Number of Motor.....

Stroke and bore.....

Weight of machine.....

Rated horsepower.....

Belt or chain drive.....

Single or double cylinder.....

Weight of rider.....

Best time for 1 mile.....; 5 miles.....; 10 miles.....

When and where did you last compete.....

.....

Is it strictly a stock motor—i. e., has stroke or bore been enlarged or compression been altered in any way?

(This question is to be answered only in case of handicap events or for races restricted to stock or road machines, or of certain horsepower.) Penalty for incorrect or misleading reply, one year's suspension; for competing under a false name, suspension for life.

This entry blank shall bear on its face the words: "Under the rules and with the sanction of the Federation of American Motorcyclists."

Sec. 2. Promoters shall exact payment in advance of all entry fees, or suffer any loss that may accrue from failure so to do.

Sec. 3. No entry shall be accepted unless all the details required to be set forth in the entry blank are complied with; the acceptance of an entry under other conditions shall be sufficient reason for the refusal of a subsequent sanction to the offending promoter.

Sec. 4. The programme shall bear upon its face the words: "Under the rules and with the sanction of the competition committee of the Federation of American Motorcyclists," and shall set forth the distance of each race, description of prizes and their value, a copy of the rule relative to the classification of motorcyclists for competition, the manner of starting, a list of the names of the officials strictly in accordance with the rules relating to same, and a list of the entrants and their numbers.

Sec. 5. Promoters may programme any character of race not conflicting with these rules, but all races not otherwise denoted shall be deemed "standard"—i. e., restricted to motor bicycles not exceeding 110 pounds, and no other shall be permitted to be used. This weight shall not include fuel, lubricants

or batteries. There shall be not less than two such events included in the programme of all motorcycle race meets. It shall be the duty of promoters to furnish means for verifying weights of machines.

Sec. 6. Within one week after the conclusion of a contest or race meet promoters shall file with the chairman of the competition committee two copies of the programme, which shall give the names of all starters and the positions of the prize winners.

REGISTRATION.

Sec. 1. No person shall be eligible to compete in any contest sanctioned by this organization unless he shall be an enrolled member in good standing, or in lieu thereof shall have been duly registered annually by the competition committee, to whom application, accompanied by a fee of \$2, shall be made, and who shall issue to all such applicants as are not disqualified by these rules a numbered registration certificate.

Sec. 2. Any rider who may not have registered with the F. A. M. may be permitted to compete by paying the amount of registration fee to the referee and obtaining dated receipt therefor, but any prize he may win shall be withheld until such rider shall have been duly registered by the competition committee.

CLASSIFICATION OF COMPETITORS.

Section 1. Two classes of competitors shall be recognized—amateurs and professionals.

Sec. 2. An amateur shall be construed to be a man who has not, since January 1, 1905, competed in any sport against a professional or for cash, whether in the form of prizes, wagers, gate receipts or "appearance money"; who has not sold or otherwise realized pecuniary benefit from a prize, and who does not engage in competition as a means, or partial means, of livelihood.

Sec. 3. A professional shall be construed to be a rider who competes for cash, or has competed for cash or accepts other monetary consideration, or who engages in competition as a means, or partial means, of livelihood.

MACHINES ELIGIBLE.

Section 1. No motorcycle exceeding 5 horsepower shall be permitted to be used in any contest sanctioned by the F. A. M., nor shall any motor bicycle exceeding a weight of 110 pounds be permitted to be used in any handicap or standard event.

Sec. 2. The referee shall have absolute power to prohibit any machine which he considers unsafe, unsuitable or of improper construction to start in any event.

STARTS.

Section 1. All track contests shall be run with the left hand of the rider toward the rail.

Sec. 2. Starts may be either standing or flying. Due notice of the method must be given on the programme, but in the event of failure to state the method a standing start shall prevail.

Sec. 3. All standing starts shall be from a push-off, and the pusher-off shall not overstep the foul line, which shall be placed twenty feet from the starting tape, and there shall be no recall or restart—save by agreement in match races—after all contestants shall have passed the said foul line. In handicap races there shall be no recall or restart. But when in any race any rider, in the judgment of the referee, may have suffered failure to properly start through no fault of his own or his machine or pusher-off, he may be permitted to start (1) in a succeeding heat, or (2) in the final, if a heat or final remains to be decided.

PASSING COMPETITORS.

Section 1. It shall be the duty of the leading rider to hold the inside as nearly as may be practicable. One contestant overtaking

and passing another must pass on the outside, unless the rider in front shall be so far from the inside as to render it safe to pass on the inside. After having passed to the front a competitor shall not take the inside or cross in front of the competitor passed, unless a lead of a full length has been established, under penalty of disqualification.

Sec. 2. In road contests the overtaking rider must give proper signal by bell or horn.

CHANGES OF MACHINE.

Section 1. A rider may resort to pedalling at any time, and may change his mount during the course of a contest; provided, however, that any such remount, in the case of a standard or handicap events, shall not exceed, respectively, the weight or the rated power of the machine which the contestant concerned shall have entered to ride. Any competitor making such change shall immediately after finishing, and without dismounting, report to the referee that his remount may be inspected and approved. Failure to so report and to obtain such approval may be deemed cause for disqualification.

Sec. 2. A competitor who leaves the track or road for any cause must, if he desires to continue the contest, start at the point from which he withdrew. A competitor who leaves the track or road, or is unable to continue, in a contest run in heats, shall not be allowed to compete in a subsequent heat of the same contest.

PRIZES.

Section 1. Any amateur may apply to the competition committee for permission to effect an exchange of a prize or prizes, and at the discretion of the committee such permission may be granted, but no such exchange shall carry with it household utensils or any article of wearing apparel, nor shall these articles be permitted to be offered as prizes.

Sec. 2. Any amateur may be at any time required to produce his prizes by the competition committee, or satisfactorily to account for them, and each of them.

Sec. 3. Promoters or referees may require any entrant to submit proof of his identity, or may withhold any prize or prizes pending submission of such proof.

PENALTIES.

Section 1. The act of competing at an unsanctioned contest shall disqualify without further action of the competition committee, and such disqualification shall remain in effect till removed by formal action of the competition committee.

Sec. 2. No amateur, under charges or suspension, shall be permitted to compete as a professional without first having obtained the consent of the competition committee; and no amateur shall compete as such and later at the same meeting as a professional. A transgression of this rule shall carry with it suspension for six months.

Sec. 3. For ungentlemanly conduct or willful infraction of these rules the referee may suspend any contestant for the remainder of any meeting, and may require that any offender or any offensive attendant be removed from training quarters or track inclosure.

Sec. 4. For competing under a false name, or for abetting or engaging in a contest in which the result is "fixed" or prearranged, suspension shall be permanent and without appeal, and no offenders shall be again permitted within the inclosure or training quarters of any track, or to serve in any capacity whatsoever.

Sec. 5. No person shall be allowed to compete who has been debarred from competition in events over which the ruling body of any other nation has jurisdiction.

Sec. 6. Punishments shall be meted out by

majority vote of the competition committee, but for a first offence no suspension not otherwise provided for shall be for a lesser period than thirty days, or for a second offence, of the same nature, for less than one year, and there shall be no appeal therefrom. No suspension of any nature shall be removed until any prizes won by reason of infraction of these rules shall have been returned by the offender.

REINSTATEMENTS.

Section 1. No professional shall be reinstated as an amateur except by unanimous vote of the members of the F. A. M. present at a regular annual meeting, and no application shall be considered from any rider under suspension or charges.

PROTESTS.

Section 1. Protests respecting the weight, power or other qualifications of a bicycle shall be made to the referee in writing during the hours of the race meet or contest, and must be accompanied by a fee of \$2. If it be not possible for the referee to make such examination as will permit the protest to be at once decided, the rider and machine affected may be permitted to compete under protest, and any prize he may win shall be withheld pending the decision of such protest by the competition committee, to which it shall be referred with the protest fee, which will be returned to the protestant if the protest be sustained. Any appeal from the decision of the referee respecting the enforcement of the racing regulations shall be accompanied by a \$5 fee.

CHAMPIONSHIPS.

Section 1. Five national championships, and no others, shall be decided annually, viz.: One mile, two miles, five miles, ten miles and one hour, respectively, such championships to be decided at the national meet and limited to standard machines.

Sec. 2. Each district may, on application to the competition committee, be authorized to conduct district championships at similar distances, or of like duration.

RECORDS.

Section 1. No record shall be accepted or recognized which is made on any motor bicycle weighing in excess of 110 pounds, which weight shall not include fuel, lubricants or source of electrical energy.

Sec. 2. But two classes of records shall be recognized—those made from a standing start and those made with a moving start, respectively, whether against time or in competition.

Sec. 3. All record trials shall be first sanctioned by the competition committee, and such trials shall be timed by not less than three timers for track trials, or four timers for straightaway trials, who, with the referee and three judges, shall certify to the correctness of time and distance, such certificates to be forwarded to the competition committee. If required, a surveyor's certificate also shall be supplied.

Sec. 4. The competition committee reserves the right to designate all or any officials at such trials, or the referee of any race meeting.

HANDICAPPERS.

Section 1. The members representing the competition committee in each respective district may designate a handicapper or handicappers, and may approve or reject the person selected by a promoter. Such approval shall be secured not less than ten days in advance of any contest.

COMPETITORS' ATTIRE.

Section 1. No contestant shall be permitted to compete who is not properly attired. Long trousers, without leggings, shall not be considered suitable attire.

OFFICIALS.

Section 1. The principal officer of a meeting shall be a referee, whose duty it shall be to exercise general supervision over the affairs of the meeting and to act as the representative of the competition committee. He shall, if necessary, assign the judges, timers, umpires, clerk of the course and starter to their respective positions and instruct them as to the rules. He shall receive all protests and render decisions thereon, subject to appeal to the competition committee. It shall be his duty to enforce the rules and make a full report to the chairman of the competition committee of transgressions thereof, either by promoters, contestants or officials.

Sec. 2. There shall be three judges, whose positions shall be on or at the edge of the track, two at one end and one at the opposite end of the tape. The numbers of the placed men shall be taken, one by each of the three judges, respectively. The decision of the judges as to the order of finishing shall be final. Finishes shall be determined by the instant of contact of the tire of the front wheel with the tape.

Sec. 3. There shall be three timekeepers, whose sole duty it shall be to accurately calculate, report and record the elapsed time of placed constituents. In the event of disagreement of the watches, two agreeing, their time shall be official. Should all the watches disagree, the middle time shall be official. In a time handicap the time shall be taken from the start of the scratch contestant.

Sec. 4. It shall be the duty of the starter, after he has been advised by the clerk of the course that the contestants are ready, to ascertain that the timers are ready and then give the signal to start by firing a pistol. He shall have absolute control of the competitors from the time they are reported by the clerk of the course until the start has taken place. In the event of a flying start the starter alone shall have the power to decide what is a fair start, and may use a flag instead of a pistol as a signal to the contestants to start, having previously warned the timers of his intention to do so.

Sec. 5. The clerk of the course shall be provided with the names and numbers of all entrants, and for standard or handicap races, with a transcript of names and numbers and horsepower of the machines to be used by them, which it shall be his duty to verify after the men are placed on their starting marks. It shall be his duty to notify contestants to appear at the starting point in time for each event in which they are entered, and to properly position them on their starting marks.

Sec. 6. There shall be two or more umpires, whose duty it shall be to take positions assigned them by the referee, to note carefully the progress of the contest, and be prepared to report upon claims of unfair riding by contestants.

Sec. 7. No persons other than the officials, contestants and one assistant for each contestant shall be allowed upon the track. Contestants and attendants must leave the track as soon as the event in which they are engaged has ended. The stands are for the use of the referee and timers. No other person shall be permitted therein.

ENDURANCE OR RELIABILITY CONTESTS.

Section 1. No event of less than 250 miles shall be recognized as an endurance or reliability contest, and in all such contests mufflers must be employed and the rate of speed be based on the legal limits in effect.

RULINGS UNPROVIDED FOR.

Section 1. The competition committee may make any ruling unprovided for in these rules, and such ruling, when promulgated, shall be considered binding and in effect.

FIRST CATCH THE EYE,

then appeal to reason, is given as the basis of all good advertising.

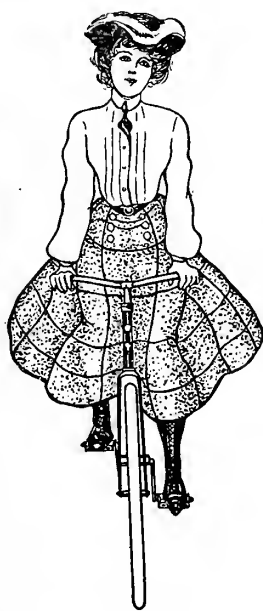
AS EYE-CATCHERS

THERE IS NOTHING SO GOOD AS PICTURES.

These illustrations were designed specially for the use of cycle dealers.



No. 1.



No. 2.



No. 3.

Electrotypes—This size, each, - 35 cents.
Two inches high, - 25 cents

ORDER BY NUMBERS.

THE BICYCLING WORLD COMPANY,
94-96 Tribune Bldg., New York.

Some "Tips" About Spark Plugs.

When its refusal of duty has caused the removal of a spark plug along the road, care should be exercised in returning it not to set it up too snugly, as the already heated parts of the motor are expanded, and the plug, cooled by its stay in the open air, if it be screwed in too tightly, will set when the motor has cooled down, and it will be well-nigh impossible to remove it.

On the other hand, if left at all slack, the apparently inconsequential leak in compression will prove sufficient to detract most astonishingly from the motor's power. It is then a matter of rather nice judgment to know when just sufficient tension has been applied to prevent loss of compression and at the same time not so much as to incur future trouble.

A rather good idea, when for any reason a plug manifests a tendency to stick when it is desired to remove it, is to smear the threads with a paste made by rubbing into a small quantity of Albany grease as much flake graphite as it will hold. When the motor heats up the grease, of course, runs away, leaving behind it in the interstices of the thread a thin coating of the graphite, which acts as a lubricant when it is desired to remove the plug, and secures its easy removal. Many riders use this compound or something of a similar nature for lubricating chains, and hence it is always at hand.

Where the copper asbestos gaskets are used for the plugs, it will be noticed that, after a few removals, it is quite difficult to make them hold compression properly owing to their having become completely flattened out. A gasket which has begun to fail in this way may be made to do considerable further duty by lifting it off the shoulder of the plug and wrapping a turn or two of a fine strand of asbestos wicking around the latter just behind it. When set up this forms a compact mass, and gives very good service, though, of course, it has to be renewed at each removal of the plug.

This is Supposed to be Funny.

"Who are those fellows that I see pedalling around that white-hot track on flaming wheels?" I asked the big boss of the nether foundry when I dreamed that the train I'd taken in the underground had sunk with me on a brief trip into Hades.

"They are the chaps who up on earth promoted six-day bicycle races," said the big boss, grinning with real satisfaction.

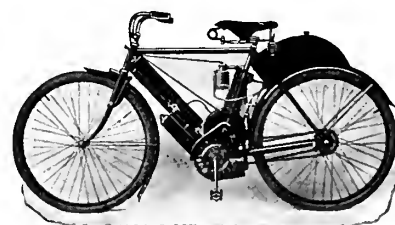
"Who are the fellows leaning on the rail and grinning at them through the smoke?" I asked.

"Those are the chaps who used on earth to ride in those same matches for one-ten-thousandth of the gate receipts and flud their own doctor's bills," he made reply.—Judge.

The Mixture that Overheats Motors.

Remember that running with too rich a mixture or a late spark tends to heat the motor unduly.

You May As Well Buy An INDIAN NOW



You'll not be happy
till you get one.

It is the

TESTIMONY

of a large majority of those who use
motorcycles.

ASK THEM.

And don't overlook the fact that you obtain not only the motorcycle proven best in open competition and every day use, but you actually get more for your money. The Indian incorporates a lot of features that you can obtain with no other machine.

HENDEE MFG. CO.,
Springfield, Mass.

AMERICANS ARE BEATEN

Lawson Loses Long Drawn Out Events and McFarland Fares no Better.

Melbourne, March 3.—During the last fortnight the autumn meeting of the Melbourne Bicycle Club has attracted the attention of the wheel world, but not to any great extent, judging from the poor attendance.

This club, together with the Sydney Thousand Syndicate, imported Rutt and Ellegaard, who, with Iver Lawson, were the stars of the meeting. I should not, however, forget our own crack, George Farley, who, with Lawson, was pitted against the two Europeans in match and so-called paced races—team races. McFarland was also here to race, but the M. B. C., or rather the secretary, objected to paying McFarland what he demanded, and he stood down. There were five programmes, and the attendances were far from satisfactory; indeed, they became poorer each successive one. Many of the spectators, too, wondered why "Long Mac" did not appear, as he was to be seen on the grandstand, and, being a favorite with the Melbourne people, they could not understand it. Ellegaard, Rutt and Lawson were, of course, paid appearance money, and Mac did not see why he should be out of it. On the third night, however, matters came to a climax; the attendance and the racing were poor, as Lawson and Farley were no match for Rutt and Ellegaard, and, although Lawson proved himself superior in the sprint, the Europeans as a team won on the points—and the manner in which they were allotted. The end was that McFarland was engaged for the last two meetings, one of which came off on March 1 and the other is to be decided to-morrow, March 4, after this mail closes.

Although some little effort was made to boom the matches between Lawson and McFarland and Ellegaard and Rutt, the club humbugged the public, stating that, as the Europeans had beaten him on the previous occasion, Lawson, with McFarland, had challenged them again, etc., when it was perfectly well known that the club had been compelled to engage McFarland. The consequence was that the crowd present was very small again; and, although Lawson won three events out of five, the Yankee team was beaten on points—as allotted. McFarland rode fairly well, but was evidently out of tiptop form. He, however, made a grand race of the scratch contest (open) of four miles, and was beaten by only three inches by Lawson. Ellegaard and Rutt scratched themselves for this competition. This programme was the best advertisement they have yet received for the meeting, and the probability is that a good crowd will be present on the last night, when the knowledge that McFarland will again be racing will have become better known.

It seems a curious thing, but Ellegaard does not seem to take with the public here. Rutt is better liked, because, perhaps, he can ride an uphill handicap race better than Ellegaard, which I can assure you is appreciated here. Lawson is more of a favorite; he has proved himself the fastest, although I think that in a year or so Rutt will be a champion. Ellegaard has a fine dash, provided he has an easy ride. McFarland is liked the best of all, because he has put up some of the finest rides in handicaps we have ever seen, and that is saying a great deal.

The following is the summary of the "one-mile test team races," as it was styled:

First Test—1, Lawson (4 points); 2, Rutt (3 points); 3, Ellegaard (2 points); 4, Farley. Won by three-fourths of a length. Time, 2:49.

Second Test—1, Ellegaard (4 points); 2, Rutt (3 points); 3, Farley (2 points); 4, Lawson. Won by half a wheel. Time, 3:05 1-5.

Third Test—1, Ellegaard (4 points); 2, Rutt (3 points); 3, Lawson (2 points); 4, Farley. Won by inches. Time, 3:05 1-5.

Fourth Test—1, Lawson (5 points); 2, Ellegaard. Rutt and Farley started as pacers to Ellegaard and Lawson, respectively. Won by a length. Time, 3:00 3-5.

Fifth Test—1, Ellegaard (5 points); 2, Lawson. Rutt and Farley again made pace. Won by three lengths. Time, 3:24 3-5.

First Test—1, Lawson (America); 2, Rutt (Germany); 3, Ellegaard (Denmark); 4, McFarland (America). Time, 3:10 2-5.

Second Test—1, Lawson; 2, Ellegaard; 3, Rutt; 4, McFarland. Time, 3:10 4-5.

Third Test—1, Lawson; 2, Rutt; 3, Ellegaard; 4, McFarland. Time, 3:31 4-5.

Fourth Test (paced)—1, Ellegaard; 2, Lawson. Time, 3:33 1-5.

Fifth Test (paced)—1, Ellegaard; 2, Lawson. Time, 3:04 2-5.

The "one-mile championship tests" resulted as follows:

First Test—1, Rutt; 2, Farley. Time, 3:01 1-5.

Second Test—1, Farley; 2, Rutt. Time, 3:18 3-5.

Third Test—1, Rutt; 2, Farley. Time, 2:42.

Fourth Test—1, Lawson; 2, Ellegaard. Won by inches. Time, 3:49.

Fifth Test—1, Lawson; 2, Ellegaard. Won by a length. Time, 3:09.

Sixth Test—1, Ellegaard (Denmark); 2, Farley (Australia). Time, 3:46.

Seventh Test—1, Ellegaard; 2, Farley. Time, 4:04.

Eighth Test—1, Lawson (America); 2, Rutt (Germany). Time, 3:17 1-5.

Ninth Test—1, Lawson; 2, Rutt.

P. S., March 4.—Just before the mail closed I learn that Lawson declares he will not race this evening unless the point system of scoring is made fairer. In the team races the first scores 4; second, 3; third, 2 points, but the fourth, one of the teams' members, whoever he may be, scores nothing. Hence, Lawson wins by Mac taking him out—neither Rutt nor Ellegaard will make an effort to take the lead—and while pacing Lawson he also paces his opponents, and must of necessity finish last.

FENN WINS FIRST RACE

Meets Former French Champion and Disposes of him with Consummate Ease.

W. S. Fenn, who was the first American to leave for Paris this year, easily defeated Piard, the ex-French champion in two races on Sunday, March 26. The first race was at 1,000 metres, and the American secured a good lead at the start, which he maintained throughout. Piard was far in the rear when Fenn sprinted over the tape. Time, 1:53.

In the second race, at 1,500 metres, Fenn had a "cinch," the Frenchman standing no chance whatever. Fenn warily let his opponent do the pacing for the first half-mile, and then suddenly shot ahead. The Frenchman evidently did not understand the American style of racing, and before he could recover from his surprise Fenn was far in the lead and sprinting like mad. There was a gap of fully one-eighth of a mile when the speedy Connecticut blacksmith crossed the tape. Time, 3:21 4-5.

Although Fenn's victory practically means nothing from a standpoint of speed, yet the fact that he won his first two races abroad ought to give confidence and be an incentive to sprint all the faster when he goes up against the "real thing." The Frenchmen took kindly to their compatriot's defeat, and Fenn was given a rousing ovation when he rode around the track after the race.

In the 30 kilometres motor paced race on the same day Lorgeon crossed the tape about 500 yards ahead of his nearest opponent, Guignard. Gongoltz, the well known six-day rider, and Guignard had a hard sprint for second place, but the latter beat him out at the finish by a few yards. Time, 27:06 2-5.

Kudela crossed the line first in the 6,000 metres event. Mathieu was second, Ingold third and Lootens fourth. Time, 8:22 2-5.

The last event of the day was a 10,000 metres race—sounds large, but it really is but six and one-fifth miles—for motorcycles, in which there were three starters. Fossier crossed the tape first, slightly ahead of Bac. Perneté, the other rider, was picked out as the winner, but in the third lap had a fall that effectually put him out of the race. Time, 6:40 2-5.

Friol Offers an Excuse.

Considerable interest is manifested in the Kramer-Friol match which is scheduled for to-morrow afternoon, April 9. Although the Parisians have great faith in Friol's ability as a sprinter, yet there seems to be an undercurrent of feeling that Frank Kramer will defeat him. Friol's defeat by the American at Madison Square Garden last December has caused some of his supporters to do a great deal of thinking, and many of them are doubtful as to the outcome. Friol's excuse for his poor showing in this country was that the Garden track was too small, as he had been used to riding on a quarter-mile or larger track.

The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LI.

New York, U. S. A., Saturday, April 15, 1905.

No. 3

FACTORY CHANGES OWNERS

Diamond Chain Plant Now the Property of Wainwright and his Associates.

"Lew" Wainwright—everyone used to affectionately call him that in the old days when he was highcocklorum in cycling—Lucius M. Wianwright, to be more exact, and his associates are now in possession of the Diamond Chain factory at Indianapolis, the deal for its purchase from the Federal Mfg. Co. finally having ben consummated. Wainwright holds the controlling interest, too, and the plant which he has seen grow from a small beginning with bicycle chains only as its product, is to be prepared for further expansion.

The new company is incorporated under the laws of Indiana, with a capital stock of \$400,000, fully paid up, \$300,000 of which is common and \$100,000 5 per cent preferred stock. The officers are: President, L. M. Wainwright; vice-president, E. C. Dummeyer; secretary and treasurer, A. D. Johnson. The severance from any former ownership is complete, the entire stock of the Diamond Chain & Mfg. Co. being owned by Mr. Wainwright and a few local capitalists, Mr. Wainwright, who was for years the manager of the plant, owning a controlling interest.

The factory began operations in 1890, and the rapid growth of the business has twice necessitated increased quarters. The present plant, which has been largely increased within the year, is the largest of its kind in the world, and the only one in America devoted exclusively to the manufacture of pitch chains. The activity of its business is so great that it necessitates the keeping of stock on hand for a million feet of chain. The full capacity of the plant in all of its various departments is five million feet a year. The number of operators varies from 250 to 300.

The product covers a wide range in styles and pitches, varying from those weighing only a fraction of an ounce a foot to those weighing thirty pounds a foot, including chains for holsting apparatus, conveyers,

automobiles, bicycles, cable, balancing and many other special designs.

The factory is a model one; system, cleanliness, accuracy and quality being the foundation for all of its product. The plant is filled with automatic machinery, operated by twenty-eight motors. Thousands of feet of chains are used throughout the mill, in addition to over four miles of leather belting. An independent gas plant is operated for case-hardening and tempering, and the uniformity of the heat treatment is gained by a thorough system of pyrometry, scientifically operated, such as is used by the twist drill manufacturers. A thorough experimental and testing department is maintained, and the whole plant shows prosperity and progress.

Cut in Canada's Capital Approved.

There was no rumpus this time over the proposed reorganization of the Canada Cycle & Motor Co. Although they had an alternative plan in readiness, the plan first submitted by the directors reducing the capital stock from \$6,000,000 (half common) to \$800,000 was readily approved. In detail it is as follows:

(a) The cancellation of the common stock of the company, amounting to \$3,000,000.

(b) The cancellation of all of the treasury preference stock of the company, amounting to \$500,000.

(c) The cancellation of \$900,000 of the issued and paid up preference stock of the company, and which the holders thereof have tendered for that purpose.

(d) The reduction of the par value of the remaining shares of the company to \$50 a share, thereby making the capital stock of the company \$800,000, consisting of 16,000 shares of \$50 each.

By this plan each shareholder will receive one share of the par value of \$50, fully paid up in a company of \$800,000, in place of each share he now holds.

The alternative plan which the officers had in reserve was as follows:

(a) The cancellation of the common stock of the company amounting to \$3,000,000.

(b) The cancellation of the treasury preference stock amounting to \$500,000.

(c) The reduction of the par value of the remaining shares to \$30 a share, thereby making the capital of the company \$750,000.

RUBBER GOODS'S REPORT

Effect of High Price of Crude Stock Shows Itself—Officers Elected.

At the annual meeting of the Rubber Goods Mfg. Co. in Jersey City on Thursday last, the influence of the high price of crude rubber that has prevailed was reflected in the annual financial statement. It disclosed a total surplus of \$417,589—an increase of \$56,744 over the previous year. This is less than had been generally anticipated, but, as President Dale stated in his report, the size of the profits had been largely affected by the increased price of the crude gum. This increase, he said, was from 12 to 14 per cent. higher than at any time in the history of the company.

"Particular care and attention," Mr. Dale adds, "has been given to all the plants to maintain them in a condition of highest possible efficiency. Business is now in a satisfactory condition, and without exception the subsidiary companies showed a surplus at the end of the year."

When asked as to the probability of a declaration of dividends on the common stock, until the company had become sufficiently strong in its surplus to warrant the continuance of such dividends without fail. While the company was approaching that condition it would be inadvisable to pay such dividends at this time.

At the meeting the retiring board of directors was re-elected with the exception that Maurice L. Blanchard was elected in the place of W. T. Coles. The new board of directors on meeting for organization elected Charles H. Dale president, Ernest Hopkinson first vice-president, Charles A. Hunter second vice-president, Talbot J. Taylor third vice-president, and Harry Keene secretary and treasurer. The five officials named, together with William Seward, Jr., and E. J. Coughlin, were elected as the executive committee.

The financial report for the year which closed March 31 is as follows:

	1905.	1904.	Dec.
Inc. from div	\$756,790	\$880,468	\$123,678
Int. excess ..	.....	5,584	5,584
Total . . .	\$756,790	\$886,053	\$129,263

Expenses ...	\$117,760	\$103,702	*\$14,058
Charged off.	18,688	87,271	68,583
Total exp.	\$136,448	\$190,973	\$54,525
Net income.	\$620,342	\$695,080	\$74,738
Dividends ...	563,598	563,598	.....
Surplus ...	\$56,744	131,482	\$74,738
Prev. surplus	360,845	229,363	*131,482
Total surplus.	\$417,589	\$360,845	*\$56,744

* Increase.

The balance sheet as of March 31 compares with that of a year ago as follows:

Assets—	1905.	1904.	Inc.
Cash	\$349,165	\$305,849	\$43,316
Mtge. notes..	23,000	31,000	*8,000
Accts. receivb.	5,244	3,921	1,323
Investments.	25,033,280	25,015,280	18,000
Total	\$25,410,689	\$25,359,597	\$51,092
Liabilities—			
Prefd. stock.	\$8,051,400	\$8,051,400	.....
Com. stock..	16,941,700	16,941,700	.....
Accts. payab.	.....	5,652	*\$5,652
Surplus	417,589	360,845	56,744
Total	\$25,410,689	\$25,359,597	\$51,092

* Decrease.

The statement of earnings of the allied companies of the Rubber Goods Manufacturing Company shows as follows:

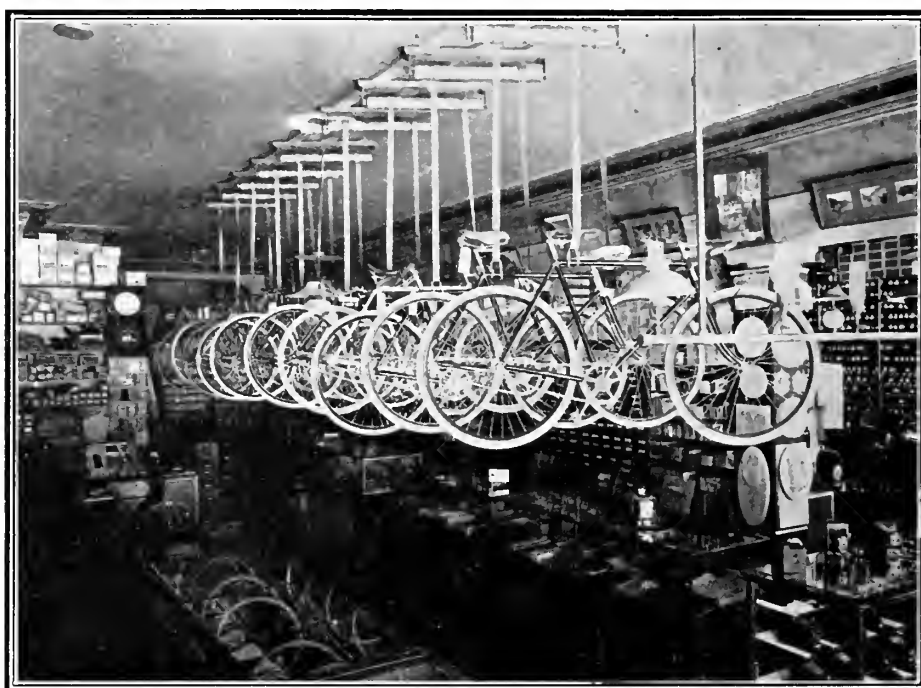
	1905.	1904.	D. c.
Earnings	\$1,901,630	\$2,133,787	\$232,157
Main. & rep.	178,331	209,644	31,313
Balance ...	\$1,723,299	\$1,924,143	\$200,844
Other Charges—			
Sinking fund.	\$56,309	\$56,478	\$169
Ad's to plnts.	388,037	260,281	*127,756
Dep'n	128,235	295,565	167,330
Total ch'ges	572,581	\$612,324	\$39,743
Balance ...	\$1,150,718	\$1,311,819	\$161,101
Prev. surplus	\$65,167	492,208	*372,959
Total surp.	\$2,015,885	\$1,804,027	*\$211,858
Dividends ...	\$10,716	938,860	128,144
Net unapld.	\$1,205,138	\$865,167	*\$339,971
Less amt. to stk not owned by			
R. G. M. Co.	33,602	47,612	14,010
Amt. left to			
R. G. M. Co.	\$1,171,536	\$817,554	*\$353,989

* Increase.

The above surplus coming to the Rubber Goods Manufacturing Company from the operations of its allied companies—\$1,171,536—added to the balance sheet surplus of \$417,589, shows a total surplus of \$1,588,127. For 1903 this surplus was \$1,178,398, showing a gain for the year of \$409,729. It is to be noted that the balance sheet surplus of \$417,587 is mostly cash, as shown in the statement of assets, which gives cash holdings as \$349,165. It is stated that this surplus is equal to the amount required to pay two quarterly dividends on the preferred stock and meet all expenses of the home office for six months.

In a bankruptcy case in England recently, wherein a cycle agent returned liabilities at \$1,000 and assets at \$250, the debtor stated that he had been in business for fourteen years, and was insolvent when he started. "Then it was a case of muddling through," remarked the official receiver. The debtor stated that if he had been pressed at any time by his creditors he could not have met them.

Handy Means for Displaying Bicycles.



Rents are steep in the metropolis, but regardless of the extent of the tax in this direction, floor space is often as valuable in a bicycle establishment as in that devoted to other lines of business, whereas the space next the ceiling is seldom utilized.

How best to take advantage of this otherwise wasted storage and display room is strikingly illustrated by the accompanying photograph of a New York City store—the sporting goods branch of the establishment of I. Davega, located on Third avenue. By merely installing a number of patent cycle roller racks—nothing more or less than en-

larged editions of the every-day automatic shade roller—accommodation is provided for as many wheels as the amount of ceiling space will permit of.

Out of the way, but neither out of sight nor out of mind, the stock of wheels is the first thing to greet the customer's eye, to the exclusion of all else, and the convenience of displaying a new model by this method may better be appreciated when it is realized that the wheel may be brought down just to the level of the intending purchaser's eye, may be given a spin without the usual holding off the floor, and, in short, be exhibited to good advantage.

How Germans Get Trade.

The last annual report of the British commercial attaché states that Switzerland imported 17,500 bicycles in 1904, most of which came from Germany. The reason German and French goods predominate over English products in the Swiss markets is that German and French manufacturers send representatives to Switzerland, who promptly furnish details as to the wares wanted, transportation costs, etc., and frequently get up expositions in order to make the Swiss public familiar with their goods. As long as English exporters do not practise these methods, says the attaché, they cannot count upon doing more business in the Swiss market.

Cannon for Cycle Thieves.

M. Richard is a cycle dealer in Paris, who, having been the victim of several robberies, decided that the time had arrived to stop the game. So he invented a trap. He deposited small cannons, charged with cart-ridges, every evening in his shop, and by an

ingenious mechanism the cannon went off when the door was opened. About 2 o'clock one morning M. Richard was awakened by the sound of firing. He ran down to the shop and saw a man lying in a pool of blood. The man proved to be the dealer's greatest friend, one Marcel Hubert, who had received the charge in his legs. He was removed to a hospital, and afterward to the prison infirmary. There he was confronted with an accomplice, Girard, and both men confessed to the thefts.

Evidence of Real Prosperity.

"It has every sign of proving the best season the trade has enjoyed for three years," was Ralph D. Webster's opinion of the situation delivered one day last week. "I speak not merely from the standpoint of the Morrow coaster brake, but after having reports from a number of retailers. Take Binghamton, N. Y., for instance. One dealer there with whom I am acquainted has already sold thirty-two new bicycles, as against five sold last season."

BICYCLE NOMENCLATURE

Effort Being Made to Adopt Uniform Code for Parts—Terms that Conflict.

It will doubtless come somewhat as a surprise to the average owner of a bicycle to learn that there are no less than 115 individual parts that go to make up his mount. By individual is meant that each one of those parts is entitled to a name, and no duplication is resorted to in order to bring up the figure to this total. For instance, a spoke is composed of two parts, the nipple and the spoke, and the array of spokes is not counted to swell the aggregate, the terms "nipple" and "spoke" covering that department in its entirety.

This anent the proposed code of uniform nomenclature for bicycle parts drawn up by the English Automobile and Cycle Engineers' Institute, owing to the great amount of confusion prevailing on this subject in that country. A few instances of this will suffice to give an idea of its extent.

"Cross bar" is said to apply to the handle bar, top, bottom and seat tubes indiscriminately—in fact, it is said to be a term of such universal application that its use to denominate a spoke would go unquestioned.

In a lawsuit involving bicycles such terms as "backbone," "top strut," "socket" and "lower brace" were handled with equal recklessness, and had it not been for the fact that the judge was conversant with the make-up of a bicycle every one would have been all at sea. This is given as one good reason for the adoption of a standard table of parts.

Another one is the widely differing systems of nomenclature employed by various manufacturers on the anatomical diagrams published in their catalogues for the benefit of those wishing to order parts. From the latter such pleasing combinations as "bottom-bracket-set-screw-lock-nut" are said to be evolved, titles akin to the name of the average German castle on the Rhine.

Then, again, the following will give some idea of the diversity of the appellations used in the trade:

The fork crown ball race, according to one list, is readily recognizable in the "fork crown cone," but is not quite so clear in another list when called the "ballhead fixed cone."

The bottom bracket cup, when referred to as the "crank bracket disk," gives no trouble to those "who know," but the man in the street does not readily grasp the fact that "bracket cup" and "bracket disk" are synonymous terms in the cycle trade. It will be observed that the terms cup and disk have been qualified by the word "bracket," as it would be wrong to say that "cup" and "disk" are synonymous terms in a bicycle. The cups used in the ballhead are never called disks,

and when the terms are applied to hubs they usually denote particular types of hubs.

As it was found impossible to take any particular manufacturer's diagram and adopt it, even by modifying it, the institute has drawn up a standard diagram and table, but as many of the terms are of purely local origin, the Britishers having a penchant for giving things a totally different name from that accorded it on this side of the water, this will not interest the American rider particularly.

Instances of the proclivity just mentioned may be found in "non-return," for a check valve; "leak screw," for a regulating cock, and these might be multiplied indefinitely.

The Retail Record.

South Hanover, Mass.—M. E. Morse; new store.

Melrose Highlands, Mass.—John Spear; new store.

Goshen, N. Y.—S. C. Wood; removed to Weed Building.

Lawrence, Mass.—L. J. Tepper; removed to 314 Common street.

Weston, Mass.—Sidney & Leon Bolster; opened repair shop.

Burlington, Iowa.—John Sheagren; removed to 622 Jefferson street.

Morristown, N. J.—W. H. Dutton & Co., incorporated; capital \$20,000.

Fort Wayne, Ind.—W. T. Tarmon; succeeded by Tarmon & Fry and removed to No. 716 Barr street.

War on Buffalo's Racks.

One of the things in Buffalo that impresses the stranger from the metropolis is the number of bicycle racks on the sidewalks. The store, great or small, that does not have at least one near its entry way is the exception and not the rule. They are so numerous indeed that the city authorities have "gone gunning" for them. They are requiring all storekeepers who have no permits for such racks to remove them, and all who have permits to take the racks indoors when closing their stores for the night. They are also forcing the owners to remove all advertisements that are displayed on the racks.

Flood of Cheap Tires Appear.

A state of affairs similar to that brought about in this country by the expiration of the Bell telephone patents more than ten years ago is now taking shape where the English tire industry is concerned, due to the recent lapsing of the Dunlop patents. The market is being overwhelmed—literally flooded—with cheap imitations, which, it is added, are being offered at "sensationally low prices."

Akin to a Clothing Store!

What a men's furnishing store the average motor cycle is! Caps on the pipes, pants in the exhaust, shoes on the tires, several coats of enamel, and whole "soots" in the muffler. Ties on the frame, collars on the shaft, studs on the cylinder, links in the chain, plus in the crank shaft, belts on the pulleys and buttons in the electric system, with gear of all sorts all over.

TO RECKON SPEED

How, Lacking Indicators, Cyclists May Make their Cyclometers Serve the Purpose.

Pending the introduction of a simple, cheap and absolutely trustworthy speed indicator that can be affixed conveniently to a cycle with its dial so placed as to be seen distinctly while running, says a writer in *Cycling*, I have devised for myself an easy method of ascertaining the speed at which I am moving, that is at once accurate and easy to apply. All the apparatus required for the purpose is a cyclometer adjusted so that the striker or "trip" gives a distinct "click" at each revolution, and a watch, having a second-hand, but otherwise the cheaper the better, held on the handlebar by means of a clip, such as can be bought at any cycle shop.

It may be premised that the standard size of wheel of all modern cycles is 28-in., and a wheel of that diameter makes as nearly as possible 720 revolutions per mile. At one mile per hour, therefore, it would make 720 revolutions in 3,600 seconds; at 5 miles per hour, in 720 seconds; at 10 miles per hour, in 360 seconds; and so on. But the immediate point in view is to ascertain the speed at any particular moment, or as nearly instantaneously as may be—not to resort to the tedious process of waiting some minutes for the result, during which period the speed may have undergone many and wide variations. Fortunately, the standard wheel diameter lends itself to a simpler method, and the writer has found that by taking as a fixed constant 24 revolutions of the wheel, which represent one-thirtieth of a mile, or 176 feet, it is possible to calculate the speed of running over that distance in a remarkably easy manner. All that has to be done is to count the "clicks" of the cyclometer trip, which should be plainly audible if the cycle itself be in good order and consequently noiseless, and to note the number of seconds that elapse between 25 distinct clicks. The following table, which is so simple and correlative as to be easily committed to memory, shows the connection. Thus, if the time occupied by 24 revolutions of the wheel is

30 seconds, the speed is	4 miles per hour
24 " " " " " 5 " "	" "
20 " " " " " 6 " "	" "
15 " " " " " 8 " "	" "
12 " " " " " 10 " "	" "
10 " " " " " 12 " "	" "
8 " " " " " 15 " "	" "
6 " " " " " 20 " "	" "
5 " " " " " 24 " "	" "
4 " " " " " 30 " "	" "

In actual practice extending over two years the writer has found it quite easy at any time to ascertain his speed by this method, up to 20 miles per hour. At a greater speed of course it is more difficult to count the clicks.

Simmons Drops "Hardware"

The Simmons Hardware Co., the big St. Louis jobbing house, has dropped "hardware" out of its title; it is now the Simmons Co.



"Riding a Cushion Frame National with a Spring Fork is Like Floating on an Air Cushion."

Models 74 and 75 and 78 and 79 are the comfortable machines—the kind the middle-aged rider fancies. They are profitable—they please—they advertise you through their satisfied users. A little effort made at the beginning of the season usually brings good results. A sample or two are all you need to give force to your arguments in favor of the better machine. The price is right. Write us now.

NATIONAL CYCLE MANUFACTURING CO., Bay City, Mich., U.S.A.

Have you received our 1905 Catalog?

It is a matter of common remark that the

Greatest Damage to the Bicycle Business

was caused by cheap tires—those concoctions sold under all sorts of names by all sorts of people at all sorts of prices. The makers were ashamed to put their own names on them. There are lots of such tires still being made and sold. As we have remarked before,

All FISK TIRES Bear the Name "FISK."

We are proud of them. You will be if you sell them and will also be able to look your customer in the eye and to retain his good will.

The Fisk Rubber Company, Chicopee Falls, Mass.

BRANCHES: New York, 754-756 Seventh Ave.

Chicago, 1251 Michigan Ave.

BOSTON, 226 Columbus Ave.
 SPRINGFIELD, 40 Dwight St.
 PHILADELPHIA, 828 Arch St.
 ATLANTA, 103 N. Pryor St.
 SYRACUSE, 423 So. Clinton St.
 BUFFALO, 823 Main St.
 CLEVELAND, 318 Euclid Ave.
 DETROIT, 254 Jefferson Ave.
 MONTREAL, CANADA.

ST. LOUIS, 3908 Olive St.
 OMAHA, 1116 Farnum St.
 KANSAS CITY, 1330 Main St.
 MINNEAPOLIS, 704 Hennepin Ave.
 DENVER, 1534 Glenarm St.
 SAN FRANCISCO, 114 Second St.
 LOS ANGELES, 1034 So. Main St.

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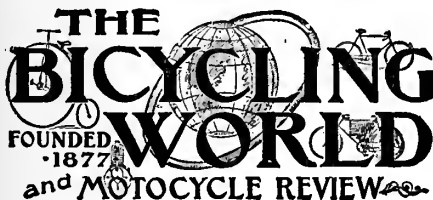
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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, APRIL 15, 1905.

THE Annual Spring Number OF



WILL BE ISSUED

APRIL 29th, NEXT.

(NOT 22nd.)

The Call of the Road.

No matter how staid and sedate his nature, no matter how strong the love of home or of any one locality to which he has been used for months or years, there is in every man a certain ambulatory instinct, inherent since the days of his tribal ancestry, who knew no fixed dwelling place, dormant at times, insistent at others, but ever present, ever vital, one of the many qualities which go to form that tangled ferment, human nature.

It may be that for years he goes on in life's

ruts, plodding in all contentment nor caring a whit about that portion of the world which lies beyond his horizon; and then will come a yearning for what is without the bounds. Or there may be an itching all the time to get out and wander, to stay here or there only until the landmarks become no longer new, and then to move on. It is altered by circumstance and environment, smothered by business of one sort, exaggerated by that of another, but it is ever existent.

It is the call of the road which leads that true son of nature, the hobo, on and ever on in a restless quest for—nothing. He wants nothing except his daily food; he gains nothing, loses nothing; his whole life is given up simply to securing change of scene. It is the same call that turns the man of millions into a globe-trotter and makes travellers of all the world. Not does its power wane with the growth of civilization, the centering of life in the feculent rookeries of the great towns. Its call is always the same, year in, year out, and from season to season; and its meaning is handed down from father to son as a part of an heritage.

And the answer to the call can come only from the road; the steamboat, the railroad, may divert the attention, lead one to forget the real call; but in the end there is only a greater restlessness, a more poignant thirst, a desire for more and more. It is the call of the open road, the rough, dusty, prosy road, with its ups and downs and long woody stretches. To get out and roam, to breathe the hot, dry air of the hills and the cool, dank fragrance of the hollows; to struggle against the ghostly hand of the wind pushing, pushing against the face; to feel the spattering rain or the cool, wet mist; to pass from valley to valley, hill to hill, town to town, is to live the life that is born in a man. To some this must be always, to others a taste now and again will suffice; to others still it is denied, for they are in restraint, but the itching is there all the same.

To walk is one way to yield to the call, to ride is another. One is nature's way, the other is man's improvement on it. But to ride in the train, to sit in the buggy and nag the tired horse, to ride in the motor, all but breed weariness, for there is the gratification of moving without the wholesome pleasure of causation; for it is, indeed, a morbid spirit which calls for the fruits of labor without being willing to pay the tax and earn the fruit.

Then there is the bicycle. It gives the flush of swift motion, together with better exercise than walking. It involves just sud-

cient occupation of mind and body to constitute it a true recreation. It is nature multiplied and extended; nature applied without being in any way robbed of its charm or quenched in its ardor. It is life saturating the body until it fairly welters in it. It is the answer to the call of the road.

What is in a Name.

It has been writ that "the recollection of quality remains long after mere price has been forgotten"; and there's a world of truth and meaning in the well turned phrase, and despite the foolish and oft repeated assertion that "all bicycles are pretty much alike," it applies to them as strongly as to anything.

The bicycle of quality, as always, commands its price and is not to be had for less than that price. The man or men who would seek to convince the public to the contrary must resort to the specious logic that savors of trickery, if not of bare-faced fraud. Tricksters of the sort are not rare, nor are their victims few. They sometimes are found in unexpected places, as, for instance, when and as actually is the case at this time, a reputable hardware concern in a Western city big and boldly advertises, for \$15, "a high grade, first-class wheel in every respect."

There are some miserable leeches that have attached themselves to the cycle trade who obtain their blood money only by the employment of such practices, and of whom nothing better is expected, but when a firm possessed of a good name resorts to them, it is worthy of note and some investigation.

Investigation of the "first-class wheel" in question disclosed why "recollection of quality" will not remain with many of those who purchase it. It was made specially to catch "suckers." The makers of each and every part of it were ashamed of their names. There was no name on the bicycle proper, none on the tires or saddle or pedals or chain—none anywhere. It was a nondescript, made only to sell and to the gullible.

In this age of specialization the specialist attaches his name or brand to the goods of which he is proud, and the manufacturer or merchant who uses them is as proud to display or point them out; he who seeks quality will seek out such names; they are the unfailing indexes. He will not rest content merely with a name plate or label that covers the whole structure, whatever it may be. There is quality in a name—some names—after all.

The maker of a much heralded article of

household use expressed the situation tritely when he so widely advertised: "I make good lamp chimneys and I make poor ones. My name is on the good ones. There's more profit to the dealer in the poor ones."

Silence the Motor Bicycle!

In every respect save one, motor bicycles have undergone marked improvement. Their "bark" remains as sharp and spiteful as it ever was.

Apparently no effort has been made to produce a silent or nearly silent machine, although in automobiles there now are many gasoline cars that, to all intents and purposes, are as noiseless as the quietly gliding steam vehicle.

Of course, it is realized that to effect the same result with motorcycles is not so easy or simple as in the other case, but it is reasonably certain that a little earnest study and experimentation will accomplish much in the desired direction. All motorcycle mufflers are pretty much alike and involve the old pepper box principle. If there is not room to lengthen exhaust pipes, there certainly is room for originality in muffler design. There are several used on automobiles that appear quite easy of adaptation and that merit the attention of motorcycle manufacturers.

Regrets that were Unnecessary.

At one time it appeared regrettable that the American motorcycle interests were not more concerned with the road race for the International Cup set up by the Motorcycle Club of France. It seemed a pity that the American product was not to be represented.

In the light of to-day it is cause for congratulation. The preparations for the event indicate plainly that it is to be a contest of 6, 8, 10 and 12 horsepower monstrosities of no practical use and rather of danger to mankind. There are such as should be forbidden to use the public roads.

The F. A. M. has been fairly wise in limiting to 5 horsepower the motorcycles that may be used under its rules. We say "fairly wise" because it is an open question if 5 horsepower is not just about "two horse" too powerful for practical purposes.

Is there a slumbering demand for gear cases? The question is suggested by our receipt of three inquiries for them within the past two weeks. If any dealer or jobber has any of the articles stored away on a back shelf, it may be well to let the fact be known.

POLICE SIMILARITY

Incidents of a Foreign Tour that Caused the American to Remark the Fact.

"Have you ever noticed the general resemblance, you might almost say, of all the policemen in a city?" said a well known amateur rider as he and his companion pulled up for luncheon on their first long ride of the season. "By that I mean that in certain ways they will all show characteristics which brand them plainly as children of one large family. A policeman is a policeman, and its not much in the uniform either, for you can pick them almost as well in citizen's clothes as in helmet and buttons and belt. And another thing is that the police of different cities are as different as the towns themselves; they really seem to be part and parcel of the city's individuality; they have ceased to be men and become cops or bobbies or gendarmes or whatever. Have you noticed it?"

"I'll tell you an incident or two that will illustrate what I mean. My first trip to England was made in 189-, just after I had gotten wild over bicycling. It was a business trip, but I had my machine along, and through the courtesy of my employers was allowed to take a good deal more time than was really needed, for the work, and I spent it in touring. I reached London from the west one day just before noon. Coming into Paddington, it was necessary for me to get over to Farringdon Street Station in order to get a train out to Seven Sisters Road, where I was to lodge with some distant cousins of mine. Now I hadn't the faintest idea of the vastness of London distances, and not having bothered to provide myself with a map, I had but a vague notion of what was involved. But I wasn't afraid of a little pioneering, and going back to the luggage van for my wheel, I started off with it with the idea of saving time and money by riding. Of the first policeman I met, I inquired what way I should take to get to Farringdon street, and on my excusing my ignorance by telling him that I was on my first visit to the city, was somewhat surprised to have him express some doubt as to my ability to get there without a guide. However, he started me along, and instead of confusing me with a lot of confused directions, he told me to inquire again at a certain point some eight or ten blocks away, if I remember, down on Upper Oxford street. I did so, and kept asking from time to time until in due season I got there all serene, though not a little relieved to have gotten through the closely packed traffic without coming to grief.

"The point is just this. Each one of the seven or eight officers to whom I applied for directions answered me kindly on my way, only attempting to put me a single stage further on, instead of stuffing my head

full of turnings and advice, and what was more, with the exception of the first, not one of them hesitated one instant before pointing my way. Just as I was getting into High Holborn, I stopped on one of those aisles of safety to wait for the traffic to clear from the crossway, and was not a little surprised to have the bobby stationed there suddenly grab hold of my wheel with a yank, and want to know what I was doing with his wheel. I was not a little inclined to be alarmed, until I saw the twinkle in his eye, and then, somewhat reassured, I demurred boldly. Upon which he averred that if I hadn't his wheel, I at least had his name on it, and he pointed to the luggage tag, which I had left tied to the head. When I told him I was an American, he began to ask all sorts of questions in short order, but taking in the answers for all that, and when I started on again with the tide, he bawled out: "Well, good-bye, cousin," in a big hearty voice that still sticks in my head as typical of his class.

"And here is a contrast. Last fall I was, in Union Square, New York, and was forced to inquire my way to Murray street. After some hesitation and a pause while he helped a couple of women across the street, which he did not bother himself to excuse, the officer in charge of the crossing at Fourteenth street and Fourth avenue told me to take a car down to the bridge, and then to walk down Nassau street until I came to it; it was either a block above Wall or two blocks below, he'd forgotten which. I did so, and naturally enough I couldn't find my street. A second cop told me it was just across Broadway, but he couldn't remember whether it was up or down. Over there a citizen set me wrong, and a wee bit of an A. D. T. boy set me right again. Both of those officers seemed offended at my asking them for direction, neither of them knew his business, and both were posted at important junctions!

"Now, over in Paris is a system for your life, and let me tell you those funny little runts with the baggy trousers certainly know their business—." But just then the bell sounded from the dining room, and the story was broken off.

New York's Expert Timers.

The most expert timers in the world are now members of the bicycle squad of the New York police force! Two of them have appeared in court and sung the same tall song about manipulating stop watches and gauging distances while chasing automobiles going at furious rates of speed. As much of the chasing is done on "bumpy" asphalt and up grades, the expert performances of the coppers may be the better imagined than described.

Syracuse, N. Y., is about to mount several policemen on bicycles in order to cope with the automobile scorchers. It is naively added that "it is believed the bicycles will enable the police to get near enough to the automobile to permit their numbers being taken."

CALIFORNIANS ARE FREE

F. A. M. Succeeds in Divorcing them from Automobiles—Extent of the Victory.

Vice-President L. H. Bill of the Pacific District has proven the worth of the Federation of American Motorcyclists to the Californians, and in practical fashion.

Using the same "ammunition" that proved equally effective in New York State, he has had motorcycles specifically exempted from the provisions of the automobile law, just passed by the California Legislature. The service rendered is best shown by what the exemption does. It save motorcyclists the bother and the \$2 exacted of automobilists for registration; it frees them from the necessity of displaying seals and numbers on either machine or lamps, three of which are required of automobilists, and also renders impossible the heavy fines imposed by the law—up to \$100 for the first offense, not less than \$50 or imprisonment or both for a second offense, and not less than \$100 and (note the 'and') imprisonment for a third infraction. Dealers also are relieved of the trouble and expense of carrying duplicate seals and numbers for display on their sample or demonstrating machines.

Evidence of appreciation has been rolling into the F. A. M. headquarters ever since the passage of the act. C. C. Hopkins, the energetic member of the Competition Committee, has alone sent in 15 new memberships within ten days.

For the L. A. W. Jubilee.

Although it was the intention of Captain A. D. Peck, of the Massachusetts Bicycle Club, to repeat on the first Sunday in May the monster "revival run" which he carried out last season, he has abandoned the idea in order not to interfere with the celebration of the L. A. W. "silver jubilee" on May 30, of which committee he has been made a member. Although the details of the jubilee have not been completed, it probably will follow the lines of last year's "revival" or reunion run. There will be a gathering at the old rendezvous, Chestnut Hill Reservoir; runs to various points of interest, races at the Charles River and Revere Beach tracks and a banquet in the evening at the famous Hendrie's.

End of New York's Indoor Season.

At the annual spring games of the Twenty-second Regiment Athletic Association, which were held at the armory in New York on Wednesday evening, the bicycle events were the most interesting of the fifteen scheduled on the programme. The attendance was somewhat less than might have been expected, and the affair was rather lengthy, but the interest kept up to the last.

T. E. Adams, Company I, was the winner of the one-mile handicap, with 20 yards to

the good, and L. W. Weintz, Company A, made second from scratch. In the two-mile race W. Van den Dries, Company A, won with a 20-yard handicap, and Weintz again made second from scratch. The times were 2:33 1-5 for the mile and 5:08 1-5 for the two-mile event.

Company A won both trophies, with a score of 41 points; Company F came second, with 22, while Companies I and B tied for third place at 18 points. The summary follows: One-mile bicycle, handicap—Won by F. E. Adams, Company I, 20 yards; L. W. Weintz, Company A, scratch, second; W. Van den Dries, Company A, scratch, third. Time 2:33 1-5. Two-mile bicycle, handicap—Won by W. Van den Dries, Company A, 20 yards; L. J. Weintz, Company A, scratch, second; H. V. Reid, Company A, 40 yards, third. Time, 5:08 1-5.

Making a Big Race Farcical.

Some idea of the extent to which high powered engines are applied to the motor bicycle abroad is strikingly illustrated by the list of English entrants for the eliminating trials of the coming International Cup race, which also strikingly illustrates that that event is to be made farcical by the use of abnormal machines. There are no less than seventeen entrants for the preliminary trials shortly to be run off in the Isle of Man, and of these none is rated at less than six horsepower. Five machines of three different makers of this power appear in the list, three of eight horsepower, all different makes, two of nine by the same maker, and two of ten and three of twelve horsepower, each of the last groups being from a different maker. Probably the best known entrant on the list is Sir A. Conan Doyle, with a nine horse "Roc," but the novelist's machine will not be piloted in the races by himself. His "man" will take the risk. It would not be as easy to resurrect Sir Conan as he resurrected Sherlock Holmes.

Vailsburg Given Finishing Stroke.

There was no racing on the Vailsburg (N. J.) track on Sunday. The police notice served on Manager Voigt was sufficient to prevent even an attempt being made. In all probability, it marks the end of Sunday racing and of the track. Vailsburg has been consolidated with the city of Newark, and the laws of the latter forbid Sabbath-day sports.

Bedell to Follow Pace.

Menus Bedell finally has decided that pace following in his forte. Accordingly he has abandoned sprint races and to use the language of his letter from Paris conveying the information, he "is there with the goods behind the motors."

Boston Tracks to Open Wednesday.

The two tracks in the Boston district will both be opened for the season on Patriots' Day, April 19. A paced race will constitute the feature of each race meet.

KRAMER CRACKS A RECORD

He "Trims" Friol and Sets up New Figures in First Race Abroad—Fenn Beaten.

Frank Kramer, on his first appearance in Paris on Sunday last, won the match race with Friol, and incidentally broke the world's record for a half kilometer. The news came to his manager, D. H. Burnett, of East Orange, in the following cablegram from the great rider himself.

"Won match and half kilometer. Broke world's record. Frank."

Ever since Friol's unceremonious defeat at the Garden last December, which he excused on the grounds that he was used to a large track, Kramer's friends, both here and abroad, have been confidently waiting for him to put the Frenchman out again at home. Consequently the success of the issue is not so much a cause of surprise here as over there, where the enthusiasts, notwithstanding the splendid work of Fenn, have been somewhat skeptical over Kramer. Not his victory, but his record ride, coming as it did almost before he had had time to recover from the effects of the sea voyage, is an eye-opener.

Coming with the news of the great riding of Frank Kramer is the intelligence that his ex-team mate, W. S. Fenn, has met with his first setback at the hands of the apparently rejuvenated Jacquelin, who won in straight heats of 1,000 meters. He was hard pressed, particularly in the second heat, which he captured by a scant foot.

The first heat was a loading match from the start until the finish, when the Frenchman, by a phenomenal spurt, gained a lead that was not to be denied. Fenn led in the second heat from the beginning until the last lap, when he sprinted, with Jacquelin hanging on behind. This order held until the stretch, when the latter just managed to crowd by and poke his tire in front.

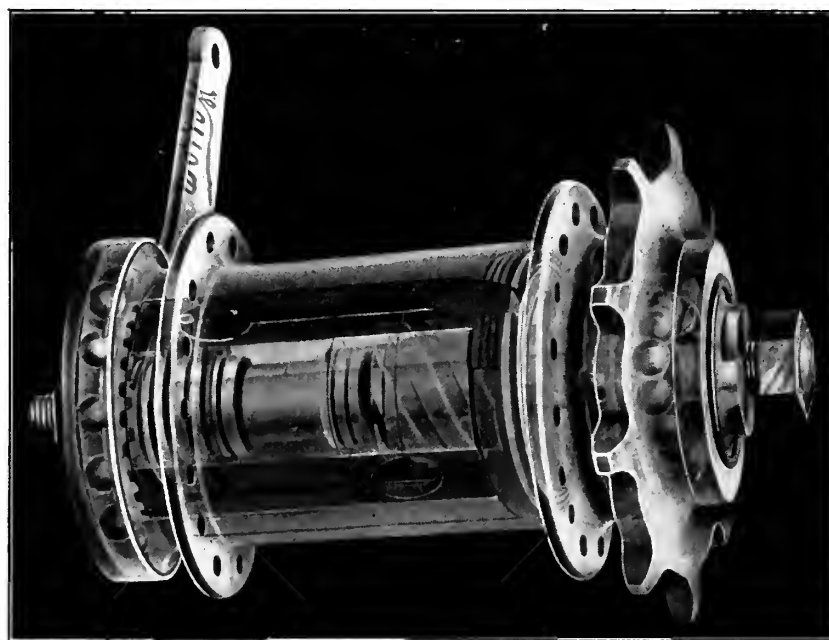
Since his double winning on March 26, when he trounced Piard and opened their eyes, the plucky little American has been growing in favor with the Frenchmen constantly. After the race Fenn was at once surrounded by a crowd whose enthusiasm was not a whit dampened by his defeat by Jacquelin, and which applauded him sturdily.

Walthour Reported Reinstated.

It is reported with every color of truth that the N. C. A. has relented and reinstated Robert Walthour and, of course, J. E. Moran, the Georgian's fellow-"striker," at the six-day race. It has not been possible, however, to fully confirm the report, which adds that John S. Prince has taken Walthour under his wing and will go abroad with him early in June.

Following the example of Harvard, efforts are now making to form a motorcycle club in Columbia University, New York.

The MORROW Made Coaster Brakes Possible



IT CAME FIRST;
ALL OTHERS CAME AFTER—LONG AFTER.

It proved the practicability and
pleasurability of the idea.

The demand for Coaster Brakes
has been built up on the
success of the MORROW.

THE FIRST, IT REMAINS THE FOREMOST.

ECLIPSE MACHINE COMPANY,
Elmira, N. Y.

EASING THE SHOCKS

The Various Efforts to Reduce Vibration Recalled by a Novel Spring Bar.

To secure lightness, strength and rigidity has been the aim of the bicycle designer from the beginning. And simple though the ideal may seem, to secure it has been far from an easy task; it has, instead, been a continual tax on man's cleverest ingenuity.

As for the need of these qualities the minimum of weight is essential, since every added ounce increases the work of propulsion; the lighter the machine, the less power it takes to run it. The strength is a *sine qua non*; it must be sufficient to withstand enormous strains, strains which common sense and caution would not invoke, but which recklessness and the speed mania may well be expected to bring about; strains which, even they be uncalled for in a way, must, nevertheless, be withstood. The combination of strength and lightness can only be obtained by some form of trussing and bracing, and this must be of the best possible, complete in every way, or the structure may buckle and fail just when the most dependence is being placed on it. The working parts must be made to preserve their proper relative positions at all times, and any yielding of the whole or any of its parts must be forestalled and guarded against to prevent serious injury to the machine.

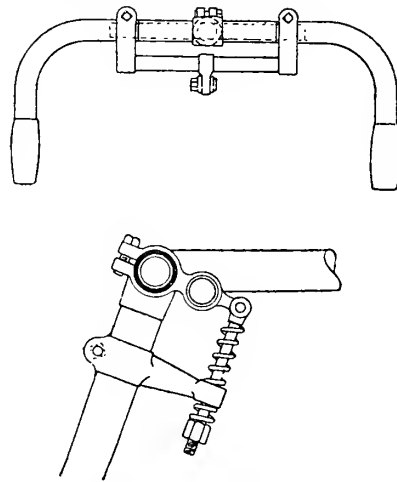
But with the struggle to secure this triple desideratum came another consideration of importance. The common highways were so rough that no mortal could ride the lightest, strongest, most rigid machine ever built without something to cushion him from the everlasting thump and pound. The solid rubber tire, a marvel in its day, gave place to the cushion form, and that in turn to the inflated pneumatic. Springs of all sorts were devised and used in saddle and frame. But it was found that not infrequently an increased resiliency intended to save the rider's bones resulted in a partial loss of the all important stability. Nevertheless, the ubiquitous inventor has ever been at the problem, striving to soften the road and reduce the jolt and jar of the machine.

This effort has come to be concentrated for the most part on one of two points, for the whole machine cannot be cushioned, as can a carriage, except in so far as the resilient tire or wheel may be made to serve the purpose. Hence the effort has been directed to the saddle and the handlebar. Auent the saddle, it would seem that finality must have been reached. But in the matter of easing the shock from the handlebars there are left a few more possible variations of the ideas involved.

To secure the required yieldability in the handles various schemes have been tried, ranging from springs in the bars to springs at the base of the fork. Among some of the

older types were several which had involute springs between the axle and the fork end. Another scheme used was that of affixing to the fork end a little arm normally held down against a shoulder by a spiral spring in tension, and raised against the pull of the latter when the machine was in use. But in general it was found that the front wheel, subjected as it was to the shocks of steering, many of which never reached the rear wheel at all; receiving the impact of all the road shocks, and carrying at the same time nearly half the load, must be rigidly supported at all times. And, moreover, that any element tending to increase the resiliency or elasticity of the structure could not fail to weaken it unless the weight were very materially increased.

With the adaptation of the motor to the bi-



cycle; the increase of speed, regardless in great measure of road conditions; the accompanying increase of weight, accentuating the tendency to pound on the road, and the increased need of stability, the problem becomes more difficult, but none the less attractive to the prolific originators of new things.

In England there has recently cropped out a rather novel application of the spring principle in the form of a handle bar which, though elastic, is not calculated to interfere with the structural completeness of the frame, nor to interfere with the control and guidance of the machine, yet it will relieve the rider's hands and arms from the paralyzing vibration of the motor and the road. It is here illustrated rather because of its novelty, however, than as a comment on its utility or possible success.

The bar, instead of being clamped or brazed to the T piece, is made a running fit in it and arranged to swivel in it. Fixed to the bar and to the upright part of the T piece are two brackets connected by a guide rod and spiral spring, which is compressed whenever the bars are depressed. Thus the weight on the handles and the vibration of the machine are taken up by the spring, which in no way interferes with the functions of guiding and in no way weakens the frame. The tension of the spring is adjustable to suit various conditions, and the brackets are arranged to act as a stop, so that an unusual strain simply causes the bars to become momentarily rigid and can do no further harm.

TO HELP MOTORCYCLISTS

Their National Organization Issues a Hand Book of the 'Long Felt Want' Kind.

"The F. A. M. Helping Hand Book" is making its appearance late this week. It is a convenient, leatherish-covered volume of 28 pages, and as the title indicates, it is issued by the Federation of American Motorcyclists, and is of a nature to help the unfortunate who encounters trouble. It is to be said that the matter which it contains is admirably designed to perform that service. It is not technical in any sense. Plain words only are employed. As the preface states, it is "not a gas engine manual," but rather "a concise presentment of the symptoms of those ills that sometimes afflict motorcycles and of the simplest remedies to apply," gathered chiefly from "the experiences of scores of riders."

The titles of the various chapters best show the character of the work, viz: "The Mixture," "Compression," "Ignition," "Lubrication," "If the Motor Refuses to Work," "If the Motor Runs Spasmodically," "If the Motor Stops Suddenly," "If the Motor Loses Power"—which seem to cover the whole range. Each chapter fairly bristles with helpful hints, and in addition there is an appendix, "Unusual Troubles," which vividly illustrates some of the rare ailments or causes of ailments and their cures that riders have encountered.

The book is the joint work of President R. G. Betts and Former Vice-President George H. Perry.

"It's just what they've all long wanted—manufacturers, dealers and riders alike," enthusiastically said Secretary Welman, as he fondly handled a copy of the book. "The rider wants it and the people in the trade will want him to have it. It will help all of them. But there's only one way they can get it," he added with a smile, "and that is by becoming members of the F. A. M. It is not for sale at any price."

Paper Clothing for Cyclists.

Paper collars had their heyday somewhat before the ken of the present generation, but now a Frenchman is making an assortment of paper garments particularly for the use of cyclists and automobilists.

It is naturally a special paper, very strong and light, impermeable and untearable. It can be washed if necessary. The amount of warmth obtainable from the paper vests put forth in this country recently, but which never became over-popular, was a decided surprise to those who tried them. It is not, however, in this capacity that the new garments should appeal to the cyclist. Summer thunder showers are uncomfortable, and where no other shelter than the dangerous shade of a tree is available, it will be convenient to be able to pull a voluminous waterproof cape out of the pocket and at least suffer a little comfort from the pelting wet.

REGARDING RUBBER

Methods of Gathering and the Men who Gather it—Seeking Substitutes.

What would the bicycle be without the pneumatic tire? Just as the modern elevator has made the skyscraper a potent factor in city life, rubber has presented the means of making the two wheeled steed the lightest and easiest riding method of transportation that man has ever invented.

Even back in the early 70's—when the practical bicycle first made its appearance in the shape of the tall "boneshaker"—rubber was the only thing that saved the day. There was then nothing else to take its place, and nothing has been discovered since; without the apology for tires represented by the attenuated thread of rubber encircling the rims of the old 54 and 56 inch drivers, riding would indeed have been a pastime of doubtful merit.

To come down to the present, it would be impossible to make a wheel of the same light tubing and parts were it not for the great amount of springing in the tires. Attempts innumerable have been made to find a substitute for rubber, and one of the most noted experimenters, who recently passed away, was confident that if five more years of life had been his lot his would have been the achievement of the discovery of a successful substitute. However that may be, it is certain that nothing even approaching rubber for the purpose of tire making has ever been produced, and from present prospects there is slight hope of it in the near or remote future. A prize of \$500 is offered in England for the discovery, and doubtless the various scientific bodies would come forward with a reward of very many times this, but neither one nor the other is needed as an incentive; not alone thousands, but millions await the successful man.

Just as it is the most valuable part of the bicycle, so it is the most troublesome; but as there is nothing better it is well to be thankful that there is such a thing as rubber, for without it there would be no bicycle, and that would indeed be a calamity. The question of the failure of the rubber supply in the near future is, of course, one of great interest to all cyclists, and while the price of the commodity is at present soaring, with an attendant rise in the price of tires, there is little fear from a rubber famine, at least on the part of the present generation.

The question of whether the rubber tree will be extinct thirty, fifty or a hundred years from now is not one to cause the majority to lose any large portion of their beauty sleep. The numerous prognostications on the subject make good copy for the hundred pages or more dumped at the habitation's front door early on the Sabbath morn, but so far as having any value, they are about in the same class as the prophecies of the wise ones in

regard to the coal and petroleum supplies. The failure of these essential commodities is placed at some five million years hence, and about that time the sun is due to be doused, according to the same authorities, so there is some hope.

At any rate, the question does not seem to worry the Amazon Steam Navigation Co., Limited, for in an interesting pamphlet on the subject issued by this concern it is stated that "the supply of rubber in Amazonia is practically inexhaustible. The rubber tree grows very readily in this district. Each tree requires about twelve to thirteen years before it is sufficiently matured to yield a supply of rubber, which in its original state is the sap or milk of the tree. The ordinary method of tapping the trees is borne without appreciable injury, and, moreover, without any attempt at cultivation it produces a great quantity of seeds, which germinate very readily in the ground adjacent to the old trees. Although a few trees may perish each year through injudicious tapping, there are numberless seedlings constantly coming forth in a wild state to take the place of the old stock."

The average yield is about thirteen pounds to a tree per annum. It is obtained by making a small incision in the bark and placing a tin cup, attached to the tree by plastic clay, under each cut. The milk oozes more or less freely, and fills the cup in an hour or so, when its contents are added to those of a larger vessel. This is the "latex," the "pay dirt," of the rubber man, and a substance that probably adds almost as much to the wealth of the world annually as does gold mining.

Everything connected with the gathering of the rubber is carried on by means equally crude, and the next step merely consists in dipping a wooden paddle in this large vessel of "juice" and withdrawing it with a large amount adhering. The latter is then held in the smoke created by burning acrid plants green, at the same time continuing to give the paddle a twisting motion until the adhering sap has coagulated, when the paddle is again dipped into the supply. This process is repeated until a large ball forms at the end of the blade, and this is crude rubber—a most unsavory looking mess at the best, and when it arrives here usually smelling to heaven, but rubber none the less, and the groundwork of new tires and worth \$1.50 a pound—not more than enough to make a lump the size of a baseball.

There are tricks in all trades, and the calling of the rubber hunter is not free from them. The servile Indian or half breed, or cross breed of many kinds is a pious soul and an adept liar, a lazy, good for nothing kind of an individual, and an industrious workman, as you will, and he will cheerfully hack the trees to death to produce a few more ounces, and add a quart or two of water with a handful of pebbles on the side to make the few ounces pounds. Buried in the sticky mass, of course, and none more surprised than he when they are revealed by the in-

spector who is on to the game. How did they come there? Dios sabe. This is only one of many tricks that the buyer of crude rubber on the ground must be on his guard against.

By Amazonia referred to above is meant that vast territory watered by the river of the same name, a tract comprising a very large portion of Brazil, and a stretch of country that would not compare unfavorably with the United States in size. From its mouth the river is navigable for almost two thousand miles, and along practically this entire length the rubber forests extend back from each bank to a distance known only to the native hunter, for no white man has ever had the temerity to explore them thoroughly. In this unknown territory are millions and millions of rubber trees, a large portion of which have never felt the knife of the hunter, and probably never will—at least for many, many years to come. As already stated, the reproduction is so rapid that there is no great incentive to look further afield for fresh supplies, and the weight of the crude rubber places these distant fields beyond the ken of the seeker after the valuable white sap, for, to quote the Indian, it is "many, many days walk to that back country," and all through the bush at that.

Until the demand for rubber reaches a stage where present methods no longer suffice it is not to be expected that extra efforts will be forthcoming to meet it. The increase in price is, of course, not due half as much to a gradually diminishing supply as it is to man's inherent and overwhelming desire to speculate and try to make corners.

Attempts have been made in Africa to produce rubber, but the product is of poor quality, and the same applies to that sent from the Argentine, which is said to be drawn from the roots of a certain plant.

Speaking of Sunday newspaper scare items, rubber has formed in more than one instance the root of some of these, and in its latest phase has called forth the ridicule of the organ of the industry, the India Rubber World. This is the alleged discovery of rubber in Colorado. Of course, every now and again some befuddled enthusiast stumbles across the milkweed, with which every wayside farm in the North is overgrown, and immediately announces to the world that a new source of rubber has been found. But the Colorado outfit was not to be downed by the cry of "milkweed," and still claims to have discovered a source of the "just as good as" rubber plant, and is exploiting it broadcast, by the usual means, of course. The dear public is invited cordially to take stock at 75 cents, or something on that order, per share, and with a large wad of the handsomely engraved certificates which he will get for his money it will no longer be necessary to work. Bicycle dealers are usually included under the generic term "public," so it is to be hoped that none of them have put up their good money for some of these souvenirs in the hope of not only seeing tires made of the new discovery, but also of receiving dividends. The chance of seeing one is just about as remote as the other.

THEY WANT "GIRAFFES"

**Revival of an Extinct Species Advocated—
Some Alleged Advantages Pointed Out.**

How many cyclists of the present generation know what is a "giraffe" or "highflyer"—not an ungainly four legged animal nor a soaring winged creature, but a type of bicycle? None. Not that the genus would not be instantly recognized at sight by practically all, but not by that appellation.

"Why that's nothing more than one of those oldtimers," would be the first remark on seeing it. "And my! Doesn't she look ungainly now?" would follow.

"Is that a giraffe or highflyer? It's certainly a good name for such a beast."

And yet the revival of this ancient type is seriously broached on the other side by men who have lived through it all, have seen everything in the way of a wheel from the days of the old towering boneshaker down to the latest '05 model.

R. J. McCreedy, writing in the *Irish Cyclist*, is of the opinion that it would be profitable for some manufacturer to resume the making of these crudities, provided he could get some support from agents and the press.

Commenting on this, a writer in the *Cyclist Trade Review* says: "When the 'griaaffe' was introduced, some eight or ten years ago, it was undoubtedly killed by ridicule—that is, the ridicule of the press and of the too conservative agent—because if a man had the pluck to get on it, it was an infinitely more pleasurable machine to ride than any low safety ever built."

As the giraffe didn't last any longer on this side of the water than was necessary to realize what a caricature on a properly designed frame it really was, probably it will be better to let the English writer describe it:

"Well, it is simply a safety built with the crank bracket high, and, consequently, saddle and handle bars and frame high also. Instead of making the front tube and the compression tubes of the frame at an angle at the bracket, a straight line is drawn from the back axle to the bottom of the head; the wheel base is lengthened to about 48 inches, and the crank bracket set in the bottom line of the frame, the upper part of the frame being carried up the required height to get proper riding distances. The effect is to raise the rider some six or eight inches higher than is ordinarily the case, placing him, however, after all, not quite so high as upon a 56 inch ordinary of the "good old days," but getting on towards it. The result gave a machine which, when properly designed—as it only was by one firm, the Rover—was absolutely the most enjoyable bicycle on the road, after the disappearance of the ordinary. Its long wheel base and high centre of gravity gave wonderful steadiness to the steering, and it was remarkable how wonderfully straight it could be steered. The height

raised the rider so that he could see over the hedges, and, although the difference was but a few inches, it was really remarkable what an entirely new view of the country was obtained. Then, again, the rider's feet were well up out of the mud, and on the muddiest day his shoes got scarcely a splash. In this respect it was the cleanest bicycle I ever rode, and I could always feel, even in the worst of weather, that I could ride over and call on a friend and go straight into the drawing room without compunction as regards dirty shoes and stockings. The extra height also raises the rider clear of dogs, and he can look down with equanimity upon the attacks of the yelping canine. Then, again, it was curiously free from sideslip, and in bad weather undoubtedly a much safer bi-

A BABY
CARRIAGE TIRE BUSINESS
PAYS THE RENT
**FOR SOME WIDE-
 AWAKE REPAIRMEN**

BOOKLET AND PRICES ON REQUEST

MORGAN & WRIGHT
CHICAGO

NEW YORK BRANCH 214-216 WEST 47TH ST.

cycle to ride. Further, the effect of the broad T footrests on the front frame made it a wonderfully comfortable machine for coasting, and altogether, when once tried and appreciated, was a most delightful machine."

Weighty reasons all; freedom from muddy shoes and the ubiquitous canine, coupled with the ability to survey the surrounding country from the additional six-inch seat post of vantage, but they fade into thin air with one glance at the cherub endowed with all these good qualities.

History repeats itself, but it is not very likely to do so very soon by again bringing forth a new race of giraffes. Ridicule cuts to the quick, and deeper possibly than anything else, and granting all its alleged perfections unquestioned, a bicycle that it requires considerable "pluck" to be seen on would hardly make a very strong bid for popularity.

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York. ***

PROPER TOURING SPIRIT

**Well Illustrated by the Rider who Spent
a Week in Traveling to Nowhere.**

"Once one has got the touring fever nothing will satisfy it—except touring. It is not to cover great distances, not to see many things, not to spend a great deal of time on the machine nor on the road. Simply to ride for greater or less distances will not satisfy the desire. To ride in other fashions or tour in other fashions will not satisfy it. One must really be bicycling in order to experience the full pleasure of touring.

"In order to get the full benefit, the full pleasure, out of it one must not take life too seriously, and, above all things, he must not try to get anywhere. No, above all things, no. If there is a distant objective, a certain point to be reached, a certain number of miles to be covered, then the ride resolves itself into a race against time; one is more or less hurried despite the good resolutions made at the outset, and one is forever counting the number of miles to be covered before night in order to make the proper day's average. And that is not touring.

"Moreover, there must not be too much impedimenta taken along, else the jaunt becomes a camping trip or something very like it. And excess baggage implies a lot of worry lest something may have been left behind; but worry must, simply must, be left behind when one is really touring. Really about the only necessary personal luggage consists of a toothbrush and a piece of soap; and, for the machine, nothing more than the usual quota of tools. To take more is to have something to think about, and that is ruinous to the proper touring spirit; for one must be in the proper frame of mind in order to get the full benefit of the jaunt.

"Properly speaking, the touring frame of mind should be a negative rather than a positive attitude; it should be a blank page at the outset, simply ready to receive the impressions of the trip, but lacking in bias, determination, force, everything but receptiveness. The plan at the outset should be simply to start in a certain direction, to go to such and such a place. But other than this there should be nothing; neither care as to the condition of the roads nor plans as to stopping places, nor thought of time or distance. Then, and only then, may one experience the true delights of vagabondia a-wheel."

The speaker was an oldish man, but full of the vigor of middle life, and his presence at the trackside at the first race of the season indicated that his interests were not concentrated on touring alone.

"Do you know," he continued, "without exception the most restful week I ever spent in my life was passed in just that way.

"I was so busy during the hot weather that year—it was summer before last—that I could hardly get down to the country for a

week end. I spent most of my time in the office and slept when I could, toward morning, for one of our best men was sick and the boys were all taking turn and turn about at their vacations, and that, coupled with a busy season, kept me at it from morning till pretty late at night every day. So by the last of August I was getting pretty well down myself and glad enough at the prospect of a few cooler days to come before long.

"First week in September I saw a chance for just six days, and I began to cast about for something to do. I had had the touring idea for several years—I always have ridden since bicycles got on two wheels, you know—and it struck me that just what I needed was a good long tour. So I resisted all the blandishments of the friends who wanted me at the mountains and the bunch who were just winding up at Atlantic City, and started off all alone. You may hardly be ready to believe it, but, as I said just now, the only luggage I took with me was a piece of soap and a toothbrush. 'Twas all I could afford to bother with.

"I got away Monday along about noon, and it's an actual fact that I hadn't the faintest idea where I was going. I was simply going to tour when and how I pleased for six days and then come home. That's all the plan I had, and that was enough.

"I hadn't much idea which way I wanted to go, but I started off north, followed the Hudson as far as Dobbs Ferry, and then struck into the old Sleepy Hollow Road. My, but it was good to be out of doors! I just simply gloried in the fresh air, and precious little riding I did, too, I can tell you. I managed to make Tarrytown by 7 o'clock, but only after having broken my rule and hurried for half an hour. I had spent the greater part of the time just loafing; riding a little way and then stopping altogether while I just sat and looked at the trees or the fields or the sky. Once I remember stopping for a full half hour to watch five crows waddling around in a field; and then, as I said, I had to hustle at the last to get in in time for dinner. And it was just that way all along, dallying for miles at a time, then, when the mood struck me, hustling as if I was sent for, but usually that mood only came over me when I wanted something to eat. As the hours went by I became more and more of a potterer, and I finished the week as I had begun it, by simply loafing.

"Saturday morning I left Caldwell, N. Y., intending to make Ticonderoga some time during the afternoon, if nothing happened, and get a train back home Sunday morning. But I never got there; for along about noon I began to get lazy with the hills and sunshine, and just this side of Sabbath Day Point I came to a farmhouse that looked kind of prosperous, and somehow the look of the place, all peaceful and contented, you know, just settled it. I went down into the field opposite and made friends with the lord of the manor, and arranged, not without some little difficulty, to get dinner there. After dinner I simply couldn't move, 'twas too good to leave. So I hung around till late in the af-

ternoon, and then fixed it up with the old man to stay all night.

"Next day, much to my own surprise, I found myself going to church in the old family carryall, partly because it seemed the proper thing to do, and partly because—well, I don't know, it seemed to be in the air. And so the day slipped by and I still hung around and talked crops and politics and heard all the local slander and went to bed early, not a little conscience stricken, because I had promised to be back by that time and nobody knew where I was. In the morning I was up bright and early and rode down to the nearest station along with the milk, and so took a train home.

"Those six days and a half netted me more strength than three weeks of summer resort would have done, and, do you know, the trip is one of my pleasantest memories. As a trip maybe it didn't amount to much, for I averaged less than fifty miles a day, and the greater part of one of the six, on which it rained, had been spent in a nasty little box of a railroad station waiting for a train to take me forty miles, out of the storm and around a big hill.

"But I'll tell you what it is, that's the only way to travel. Give me a few days of liberty and my bicycle, and it's all I ask. I'll take good care of myself, keep out of trouble and come back healthier, happier and better than after double the time spent in dawdling around a slasey hotel, sleeping in an overgrown wood box and following the bunch half the night."

Why the Cyclists Mobbed the Automobilist.

The "brotherhood of the bicycle" was literally strikingly illustrated by an incident that occurred on the Hudson County Boulevard, Jersey City, on Sunday last. An automobilist had run into a cyclist and knocked the cyclist unconscious, the automobile having stopped after causing the accident. At the same moment a party of cyclists came from the opposite direction, and seeing one of their kind lying, apparently dead, on the road, they dismounted and pitched into the automobilist. The fight was so lively that the police were called. The net result was the arrest of one of the riders.

Bicycle Police as Deer Hunters.

New York's bicycle policemen—or at least a small part of the force was called upon last week to do duty little anticipated when this branch of the service was established.

Fourteen fallow deer that have for the past two years had the run of Van Cortland Park were recently transferred to the zoo and penned in a comparatively small inclosure. A few days ago they decided not to tarry longer, and in single file cleared the eight-foot barb wire fence as if it were imaginary.

Just here is where the bicycle policemen came in; the horn was wound and they were ordered to the chase. Before they were through they were likewise winded, and with the exception of those that had permitted themselves to be picked up and bodily toted

back by the perspiring pavement pounders, the deer were still at large.

Bicycle Policeman May thought he was the winner of a mile and a half handicap event when he got within ten feet of his prey, but just then—well, this is what he says happened: "She suddenly turned, ran around my wheel three times, jumped over it once, and then ran away so fast that I couldn't see her."

Harvard's Hill-Climb for Motorcyclists.

The newly organized Harvard Motorcycle Club has lost no time in "getting action." When last week it was announced that the Massachusetts Automobile Club would not this year hold a hill climbing contest on Patriots' Day, April 19, the Harvard Club promptly threw itself into the breach and obtained the necessary permit from the Boston Board of Aldermen.

As a result motorcycles will be the "whole thing" on that Massachusetts holiday. Three separate events will be decided, as follows: 1, open to single cylinder road machines of 110 pounds or under. Pedals and starting chain must not be removed, and each machine must carry an efficient muffler which must not be cut out. 2, open only to members of Harvard University. 3, open to any machine, except pacing machines.

Each competitor will be given two trials, the faster of which will decide the award.

What is known as the Commonwealth Avenue Hill will be the grade employed. It is a short rise of one-fifth of a mile, with a 13 per cent. pitch near the top. The official record for the climb is 28 seconds, and is held by Joseph Downey, although on the same day Oscar Hedstrom, in an unofficial trial, went up in two seconds less. Entries will close on Monday with H. G. Hawes, Jr., secretary, 74 Perkins Hall, Cambridge. The first contest will be started at 2.30 P. M. on Wednesday.

The event will be the first to be run under F. A. M. sanction.

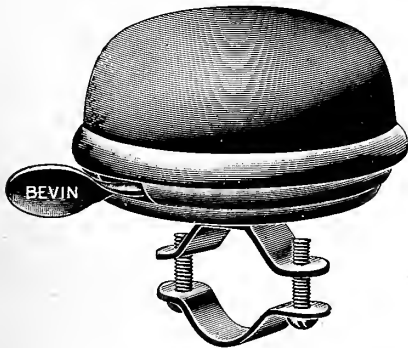
Professor to Represent France.

The Touring Club of France, which numbers some 90,000 members, is reaching out for American members. It has appointed Professor Charles Guerin, 60 Herkimer street, Brooklyn, N. Y., an American representative. As the membership card is sufficient to admit the holder's bicycle free of duty into France, Belgium, Switzerland and Italy, Professor Guerin thinks the T. C. F. will prove of advantage to all cyclists who contemplate a European tour.

Pitman to Emerge for a Day.

Willie R. Pitman, he whose trade mark is "Happy Days," is to come out of retirement on May 30 long enough to referee the Irvington-Millburn road race. Pitman got married some time ago without telling any of his friends about it, and has become so well tamed or domesticated that his old haunts know him no more.

Every rider must
have a bell.



Why not give him the best on
the market,
MR. DEALER?

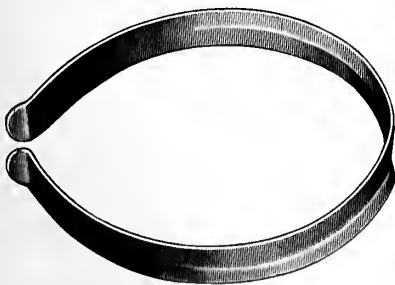
One that is useful as well as
ornamental—useful to your profits,
too.

The law doesn't say
Bevin Toe Clips



or

Trouser Guards,



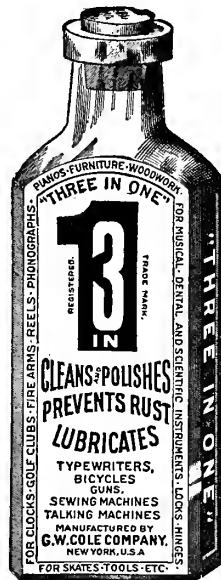
but every wheelman needs them
just the same.
They mean a further addition to
your profits.

Bevin Bros. Mfg. Co.
EASTHAMPTON, CONN.

Albany's North Enders Elect Officers.

The North End Wheelmen, Albany, N. Y., last week elected the following officers for the ensuing year: President, P. H. McDonald; vice-president, W. J. Burke; recording secretary, Edward Van Cott; financial secretary, William Campion; treasurer, Joseph Hogan; board of directors, John W. Viggers, Thomas F. Martin, John J. McGeough, Owen J. McKee, William A. Skinkle, William V. Cooke, Harry Roberts.

Up to the end of March the total number of motorcycles registered in Massachusetts was 1,032.



**BEWARE OF
SIMILAR NAMES**

"3" in One" has absolutely no connection with any other oil. Nor has any other individual or concern (whatever their names) anything to do with "3 in One" in any shape or form.

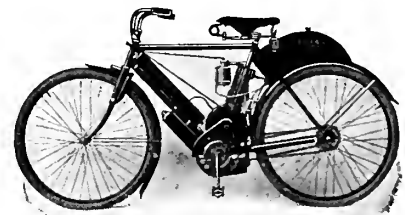
The brains that made "3 in One" ten years ago, have been making it every minute since and are doing so to-day. We have no other irons in the fire. We are not making any inferior quality of oil under any other name. We make only one—"3 in One," the first, the biggest and the best for lubricating, cleaning, polishing and preventing rust.

Don't be confused by similar names or labels. All such are unfair imitations preying on our ten years of honest success. Your jobber will tell you this is so. He will send you both size bottles. We'll send you "special help" free of cost—it will sell your "3 in One." Write to-day to

G. W. COLE COMPANY, 141 BROADWAY, NEW YORK

3 in One friends are best friends.

You
May As Well Buy
An
INDIAN
NOW



You'll not be happy
till you get one.

It is the

TESTIMONY

of a large majority of those who use
motorcycles.

ASK THEM.

And don't overlook the fact that you obtain not only the motorcycle proven best in open competition and every day use, but you actually get more for your money. The Indian incorporates a lot of features that you can obtain with no other machine.

HENDEE MFG. CO.,
Springfield, Mass.

The Week's Patents

784,676. Carburetter for Gas-Engines. John F. Hiltcher and Max Hiltcher, Fullerton, Cal. Filed August 6, 1903. Serial No. 168,476.

Claim.—1. Means to carburet air for use in gas-engines comprising a central vaporizing-chamber closed at one end and open at the other; a fuel-supply port in the closed end communicating with a fuel-supply; radial flanges projecting from the casing of the vaporizing-chamber into an exhaust-chamber; an exhaust-chamber communicating with the exhaust of the engine at one end and with the exhaust-flue at the other end; an air-heating chamber surrounding the exhaust-chamber, the said air-chamber having communication on the bottom thereof with the open air and having communication at the top with the gas-chamber, a gas-chamber having communication at its top with the end of the engine-cylinder and at the bottom with a carburetting-chamber; a carburetting-chamber in the end of the carburetter, the said chamber in open communication with the outer air on the lower part thereof and with the gas-chamber at the upper part, the vaporizing-chamber discharging directly into the carburetting-chamber, substantially as herein shown and described.

784,687. Acetylene-Gas Burner. Samuel L. Kistler, Los Angeles, and Henry Symonds, Longbeach, Cal., assignors to Superior Light and Heat Co., Los Angeles, Cal., a Corporation of California. Filed September 16, 1904. Serial No. 224,768.

Claim.—1. In an acetylene-gas burner for producing heat, a burner-tip consisting of a plurality of circular chambers of increasing diameter from the top toward the bottom, the top chamber having a narrow slitted orifice, extending from one side wall to the other and passing centrally across the top of said chamber through the top plate thereof.

784,973. Velocipede. Eddie Bentley, Lincoln, Ill. Filed June 25, 1904. Serial No. 214,151.

Claim.—1. A bicycle provided with a tubular seat-post having a longitudinal slot formed in its side wall, a hub journaled beneath the seat-post and composed of a pair of sections provided at their inner ends with teeth, sprockets fixedly carried by the outer ends of the hub-sections, a crank-shaft rotatively mounted within the hub, a clutch member slidably mounted upon the shaft between the hub-sections and having teeth adapted to engage the teeth on the sections, a yoke pivoted within the seat-post to swing in a vertical plane, said yoke being operatively engaged with the clutch member and having arm extended outward through the slot in the post, an operating-rod connected with the yoke-arm and operable for moving the clutch into engagement with either hub-section or to an immediate non-engaging position, and means for locking the rod against movement.

785,150. Retainer and Spacer for Ball-Bearings. Charles H. Chapman, Groton, Mass. Filed December 18, 1902. Renewed December 7, 1903. Serial No. 184,228.

Claim.—1. A ball-retainer, composed of two pieces of sheet metal provided with sockets to receive the load-carrying balls and tubular connections alternating with the sockets to receive and sustain the separating-balls in their relative positions with the load-carrying balls.

"PERFECT"



OILER.

For High Grade Bicycles. The best and neatest Oiler in the market. **DOES NOT LEAK.** The "PERFECT" is the only Oiler that regulates the supply of oil to a drop. It is absolutely unequalled. **Price 25 cents each.**

We make cheaper oilers, also.

Cushman & Denison Mfg. Co., 240-2 W. 23d St., N. Y.



SOMETHING WORTH WHILE

To make an effort to secure. If you want a

SOLID BRASS SIGN—FREE

save your NEVERLEAK "Brass Sign" certificates, one of which is enclosed with each dozen 4 oz. tubes of Neverleak. When you have twelve certificates, mail them to us and you will receive one of these magnificent signs, absolutely Free.

They are made of solid brass, beautifully polished, and have hand-engraved, black enamel filled letters. Size of sign 12 by 15 inches. An engraver would charge at least ten dollars a piece for these signs.

Many dealers are obtaining two signs, one for each side of their door. Twenty-four certificates will entitle you to a pair.

BUFFALO SPECIALTY MANUFACTURING CO., Buffalo, N. Y.



Every Dog Has His Day!

THIS IS THE TIME TO

BUY YOUR BICYCLES AND SUPPLIES.

All Standard Goods and Supplies for Bicycle and Automobile Builders and Dealers.

SEND FOR CATALOGUES.

EXCELSIOR SUPPLY CO., - 233-5-7 Randolph Street, Chicago, Ill.

The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LI.

New York, U. S. A., Saturday, April 22, 1905

No. 4

TURN OF THE TIDE

Reports that Agree that Business Finally has Recovered Much Real Health.

"Our business is so good, I don't like to talk about it," was the reply of D. L. Spraker, of the Kokomo Rubber Co., when the usual question was put to him one day last week. "We have never had any fault to find with our lot, but the increase this spring has been not short of astonishing. Our orders for the first two weeks of this month far exceeded the entire volume of last April's business. The call for our tires from the West and from the Pacific Coast is really suggestive of the boom years, and is enough to convince any one that there must be an impressive number of bicycles still in use out there."

George N. Pierce, the dean of the big Buffalo company that bears his name, and who is most conservative in his utterances, states there is no doubt but that 1905 will give an unusually good account of itself.

"The demand undoubtedly is better than it has been for several years," he said, "and not the least satisfactory feature of it from our standpoint is that the strength of the call for bicycles listing at more than \$50. It has required us to revise our original estimates and to make up another big lot of chainlesses. Of course, the prominence of the Pierce on the track has always accounted for a good demand for our racing wheel, and the call for this model, also, is in keeping with that for the others. It suggests that cycle racing cannot be as 'dead' as some people would have us believe."

"I wouldn't be surprised if cycling came back in considerable force," remarked a visitor to Collister & Sayle's store in Cleveland, Ohio, one day last week.

"Back?" quickly rejoined George Collister. "Why, it's here already. Not for several years has there been such a call for bicycles."

"The demand this year has fairly surprised me," was the comment of W. E. Metzger, Detroit's principal dealer. "We have sold more bicycles than for four years past, and the

proportion of good ones is not the least surprising feature of the demand."

"We have been simply flooded with business," says Edward Buffum, of the Consolidated Mfg. Co., Toledo, Ohio. "It has been utterly impossible to keep up with orders, although our factory has been working nights in the effort to do so. Every indication points to a better business than has been experienced for a number of years."

Pope Headquarters Back in Hartford.

Dating from to-day the address of the Pope Mfg. Co.'s headquarters will be Hartford, Conn., the removal of the executive offices from New York having been practically completed. For the first time in nearly a quarter century, so far as bicycles are concerned, this will leave the Pope interests without direct representation in the metropolis, Manager Mason, since the closing of the Warren street branch, having "cut loose" from bicycles, which are now handled only by local agents.

Mail-Order Houses Still Active.

Although the mail order houses are not so flagrantly conspicuous in their operations as in former years, they have not let go of bicycles by any means. An instance came to light last week showing that they are still devoting their attention to the little specks on the map. In one such place in New York a Chicago mail order concern has already this year sold six of their "bargain counter beauties."

Pneumonia Attacks Mason.

Elliot Mason, the veteran New York manager of the Pope Mfg. Co., is down at his home in Brooklyn from an attack of pneumonia. At last accounts, however, he was resting comfortably.

Police Order More Motorcycles.

The New York Police Department is mounting three more patrolmen on motor bicycles. The order was placed with the Hendee Mfg. Co.

Schwab Joins with Stevens.

Louis Schwab, Newark, N. J., who made several minor cycling specialties, has consolidated his business with Stevens & Co., 99 Chambers street, New York.

MINER'S STORE A MODEL

Deserves to be Held Up as Example for Dealers, Says the Traveler.

"If I were asked to name the best bicycle store in the United States, or the best-kept one, at any rate, I would name George L. Miner's place in Rochester, N. Y.," was the remark of an old travelling man whose business carries him into all of the larger cities. "It is a pleasure and an inspiration to go inside of Miner's store. It is inviting from the outside and it is impressive from within."

"It is located on a corner and has large glass windows that always shine like a looking glass. The bicycles and sundries in it are always bright and clean and are displayed in good taste, and Miner is not afraid of his gas bill; he realizes the merit of light and at night his place is brilliantly illuminated."

"I've been there a number of times and never have I seen a dirty or broken machine on the floor or one with a deflated tire standing around where visitors could see it. The floor itself is waxed, the walls are covered with cartridge paper and on the walls, arranged in good taste, are samples of a number of tires, each with a neatly printed placard bearing its names and its price. In the showcase, every sundry is as clean as a pin and as highly polished, and each bears a neat tag explaining what it is. The whole place is so sweet and clean and well ordered that it well might be the bicycle store in the famous 'Spotless Town.' It is such an establishment as really deserves to be held up to the trade as an inspiring example. If there were more like it there would be more bicycles sold."

"I can't recall that I ever heard Miner complain of poor business, either," continued the travelling man reflectively. "I dropped in on him only this week and he was as cheerful as usual. 'I'm doing a good business with good wheels,' was his report. As might be expected of a man with such a store, he pushes the high-grade machines because, as he expressed it, 'Good bicycles lead to the sale of more good bicycles; poor ones don't.' He has been handling motor bicycles for a couple of years, and told me that already this

season he has sold more of them than he sold during all of last year, when his sales were not to be sniffed at."

It may be added that Mr. Miner, who in addition to Columbias, Cleveclands, Yales and Indians, sells a bicycle under his own name-plate, has just issued a catalogue devoted to it. This catalogue bears out the good opinions expressed by the travelling man. It is full of photographs of eye-pleasing land and water-scapes and of quotations from eminent persons in various walks of life as to the desirability and benefits of cycling. It is such a catalogue as bicycle manufacturers themselves might issue to advantage.

Wants a Slope to Pedals.

Everything else that the cyclist may say, do, eat or perform having been threshed out so repeatedly until it is difficult to longer make copy of it, an English M. D., one Dr. R. A. Lundie, has come to the front by enunciating a novel theory and one which, according to a prophet, deserves "the closest scrutiny."

The eminent practitioner's attention was drawn to the fact that cyclists in general and himself in particular, after a short time at riding, developed those small callous spots usually known as corns, and probably his own discomfort proved the moving cause of his investigation. He set about to look for the cause and found that the pedal being carried at a perfect right angle to the crank supplied it. Before his fellow doctors he demonstrated that, while a horizontal pedal would be correct if the feet were close together, when the feet are some six to eight inches apart a slope should be provided on the pedal to meet the actual natural position of the foot. Failing this, the legs themselves must correct the difference. Dr. Lundie found that, by fitting a pair of pedals built on these lines, he was able to overcome the corns, while cycling also became much easier and pleasanter.

Here's the Motorcycle Sleigh.

One curiosity of the recent Vienna Show was a motorcycle sleigh which a restaurant proprietor named Gerl has invented. On each side of the back wheel is a runner, the front wheel being also provided for in the same manner, but free to move sideways. The steering is also the same as in the ordinary motor bicycle. On the back wheel are shovel-shaped attachments through which the vehicle is set in motion. A large lever on the horizontal frame tube serves to raise the back wheel. In soft snow it is, of course, found necessary to sink the wheel deeper than on hard frozen streets, in order to get the necessary driving grip. The inventor asserts that the speed achieved is very considerable, but that curves have to be taken very carefully.

Now for New York's Hill Climb.

The New York Motorcycle Club's hill climbing contest on May 30, which has been sanctioned by the F. A. M., will comprise two events—one for standard, 140 pounds and under, single cylinder machines equipped with mufflers, etc., and the other open to all machines of less than 5 hp.

HARVARD'S HILL CLIMB

14-Year Old Boy Wins One Event, Millionaire the Other—Old Records Shattered.

The college world was formally introduced to the sport of motor cycling on Wednesday last, 19th inst., when the Harvard Motorcycle Club figuratively threw its banner to the breeze on the occasion of the hill-climbing contest on the Commonwealth avenue grade in Boston. Like all first attempts there was some crudeness manifested, although the rules called for but two trials, the faster to count, several men being given three trials on such specious plans as shutting off power before reaching the tape—a fault entirely their own. In each case, however, they ultimately were disqualified. Generally speaking, the affair was a splendid success, the former record for the one-fifth mile course, 28 seconds, being broken by practically every competitor, while in the open event H. E. Rogers, the winner, on a two-cylinder Indian, came within 3 2-5 seconds of the time made last year by the 90 hp racing motor cars. The times made are the more remarkable, as the day was blustery and the wind blowing in the faces of the riders.

As always the weight of the riders was a factor in the results, Chas. Gustafson, who won the event for standard machines, 110 pounds and under, being a lightweight youngster of 14 years. H. E. Rogers, the winner of the open event, is a young millionaire, who, although possessing several fast motor cars, is more enamored of his motor bicycle.

W. M. Davis, captain of the Harvard Motorcycle Club, was referee, and A. D. Peck, starter. The timing was done by the Chronograph Club, of Boston.

About 3,000 spectators lined the course.

These were the prize winners in the respective events:

For machines 110 pounds and under—1. Chas. Gustafson, 1 3/4 hp Indian, 22 2-5; 2. H. Ernest Rogers, 1 3/4 hp Indian, 25s.; 3. L. E. French, 1 3/4 hp Metz, 25 1-5s.

For members of Harvard only—1. L. E. French 1 3/4 hp Metz, 25 4-5 s.; 2. H. G. Hawes, 1 3/4 hp Metz, 27s.

Open Event—1. H. E. Rogers, 3 1/2 hp Indian, 18 2-5s.; 2. Oscar Hedstrom, 3 1/2 hp Indian, 19s.; 3. E. M. Coates, 2 1/4 hp Columbia, 20s.

The respective performances of each contestant were as follows:

	First Trial.	Second Trial.
Charles Gustafson, Springfield, 1 3/4 hp, Indian.....	:22 3-5	:22 2-5
H. Ernest Rogers, Brookline, 1 3/4 hp, Indian.....	:25	:25 1-5
*L. E. French, Amherst, 1 3/4 hp, Metz.....	:26 1-5	:25 1-5
*Harmon E. Elliott, Boston, 1 3/4 hp, Indian.....	:25 1-5	:26 1-5
M. S. Todd, Boston, 1 3/4 hp, Crescent.....	:28	:27 4-5
E. L. Ovington, Boston, 1 3/4 hp, Indian.....	:30 3-5	:34 4-5
W. A. Estes, Waltham, 1 3/4 hp, Warwick.....	:35	:31 4-5

F. L. Corson, Boston, 1 3/4 hp, Indian.....	:42	:33
F. R. Dickenson, Waltham, 1 3/4 hp, Metz.....	:36 2-5	:35
Geo. H. Bachelder, Lowell, 1 3/4 hp, Indian.....	—	:35
*French and Elliott rode off the for third place. Times, French, :24 2-5; Elliott, :24 4-5.		

Open to Harvard University only—

	First Trial.	Second Trial.
L. E. French, Amherst, Mass., 1 3/4 hp, Metz.....	:25 4-5	:27 2-5
H. G. Hawes, Cambridge, Mass., 1 3/4 hp, Metz.....	:31 1-5	:27
*R. E. Athorpe, Milton, Mass., 3 hp, Marsh.....	:25 3-5	:26 3-5
*Disqualified.		

FREE FOR ALL EVENT.

	First Trial.	Second Trial.
H. E. Rogers, Brookline, Mass., 3 1/2 hp, Indian.....	:20 1-5	:18 2-5
Oscar Hedstrom, Springfield, Mass., 3 1/2 hp, Indian.....	:19	:21
*Everett Shepard, W. Medfield, Mass., 5 hp, Hercules.....	:21 1-5	:20 3-5
E. M. Coates, Hartford, Conn., 2 1/4 hp, Columbia.....	:20	:22
C. Gustafson, Springfield, Mass., 3 1/2 hp, Indian.....	:23	:22
C. E. Erickson, Waltham, Mass., 1 3/4 hp, Metz.....	:25 1-5	:24 3-5
L. E. French, Amherst, Mass., 1 3/4 hp, Metz.....	:26 2-5	:25
*John Lee, Boston, Mass., 4 cyl. Special.....	:18 4-5	—
*H. E. Elliott, Boston, Mass., 3 1/2 hp, Indian.....	:18 4-5	—
*Disqualified.		

Using Fans on Motorcycles.

Not content with turning out prodigies of weight and ungainliness that are called bicars, tri-cars and anything but hybrid motorcycles, which in reality they are, the Britisher now seems to be doing his level best to add complication to what should be reduced to its simplest terms.

Certainly no difficulty has ever been encountered in keeping the correctly designed air-cooled engine at a proper temperature, not alone in the diminutive sizes used for motorcycle propulsion, but for the high-powered automobiles in this country, so that any attempt to add refinements in the shape of addenda to the cooling are carrying coals to Newcastle with a vengeance.

The fan is one of these superfluities that the Britisher is so taken with that it soon bids fair to form a standard part of the equipment of his motorcycle. These are practically all of the centrifugal blower type, with a minimum weight of three pounds, not including the avoirdupois of their accessories and attachments, and the latest one is an ingenious arrangement that utilizes the exhaust—ingenious, only the ingenuity is so sadly misplaced, as are so many other English ideas.

Scissor Sharpening Up to Date.

Motor bicycles are used for many purposes, but a South England native has hit upon an unique way to convert its power into ready cash. The Englishman rides to and from business on his machine, and at night jacks up the rear wheel, attaches the belt to an emery wheel and sharpens scissors for his neighbors. Truly there are excursive ways of making an 'arf-penny.

The Retail Record.

Plymouth, Mass.—Samuel W. Thompson; opened repair shop.

END OF BOYNTON'S DREAM

Bankruptcy Court Will Write Last Chapter of his Met ric Bicycle Railroad.

The filing last week in Boston of a petition in bankruptcy by E. Moody Boynton marked the last gasp of one of those bicycle revolutionizers of which the world once heard so much—the Boynton bicycle railroad.

Boynton dreamed that his invention would make him the railroad king of the world. To-day he gives his total assets at only \$300, while he owes \$106,101 in scheduled debts.

A line of rotten timbers stretching across the Coney Island meadows marks the wreck of Boynton's first bid for wealth and power in the railway world. For a few weeks he startled the whole country with a railroad running trains at a mile a minute on a single track. That as twenty-five years ago, when twenty miles an hour was a fair average on railroads.

After electric power came into general use Boynton could send two cars along at the rate of a hundred miles an hour. He was not satisfied with the failure of his railroad plans in Brooklyn and Long Island, but went to Massachusetts and buried money in promoting his invention there.

The Boynton bicycle railroad invention has been used as the basis of several wonderful schemes backed by whole companies of Colonel Mulberry Sellers's family, all crying out, "There's billions in it." For many years the promoters of the railroad were fighting other railroad interests, only to meet failure in the end.

When the State Railroad Commission refused, after years of exploitation by the promoters, to give the bicycle railroad a certificate, the funds of the company were diverted to that alluring scheme to build a beautiful Venice of two hundred thousand persons stretching over the shallow waters of Jamaica Bay.

Thousands of persons, infatuated with the idea of getting rich in a hurry, have put their hard earned savings into this Jamaica Bay scheme, in which several Long Island and Brooklyn men were interested. The scheme fell into some disrepute after it became known that it was backed by Peter Garrahan, who had served his time for swindling in a similar land scheme in Maryland, and that one of its chief promoters was Philip Weinseimer, the labor leader now appealing from a sentence imposed after conviction on the charge of extorting a bribe.

The Boynton bicycle railroad idea led to a dramatic fight between the late Austin Corbin and his nephew, Frederick W. Dunton. The uncle and nephew quarrelled, and it was due largely to Mr. Corbin's efforts that the plans of Mr. Dunton were set at naught. Mr. Dunton ran for president of the Borough

of Queens the year of consolidation, and was defeated.

It was Dunton who succeeded Boynton as promoter of the bicycle railroad. Boynton built his railroad from Neck Road and Gravesend avenue in the meadows to the old Cable Hotel, near the Brighton Beach Racetrack. It was a queer looking structure, the framework standing up twenty feet high. The cars were narrow, with just room for one person to a seat. They were double-decked cars, and were supported mainly by wheels resting on the single rail beneath, although part of the weight was carried on an overhead rail, which was used chiefly in holding the cars upright. The cars were pulled by steam locomotives.

People were afraid of Boynton's freak road. They thought all sorts of accidents would happen on the bicycle trains whizzing over the meadows at more than a mile a minute. Lack of patronage and other troubles caused a shutdown of the road after a few weeks. Since then the structure has rotted away.

Frederick W. Dunton and others bought the patent for the elevated bicycle railroad on Long Island, and formed a company known as the Kings, Queens and Suffolk County Company. They formed a gigantic plan to gird Long Island with bicycle railroads, paralleling the Long Island Railroad Company and shutting it out of passenger traffic.

It was just about this time that Dunton had formed his boom town back of Bellport, Long Island. This place became known as Boomertown. It was said that nearly \$1,000,000 was sunk there by investors in sand dunes and scrub oak. A few huts mark the spot where a wonderful city was to be built. Dunton built an experimental railroad a mile and a half in length, carrying out the idea of the single rail elevated road, with electricity as the motive power. This road was used to demonstrate the capabilities of such a railroad. It was approved by several capitalists, but everybody seemed chary of putting money into the enterprise.

Long Island business men and residents decided that it would be a great thing for the island, and they subscribed about \$400,000 in sums of from \$25 to \$1,000. Nearly \$70,000 of this was paid in. After the Long Island Railroad Company and other interests had defeated the Dunton company before the State Railroad Commission, Dunton made a bold stand, and announced that he would build the road, anyhow, after a while. In the mean time he said he would make money for this company by developing the submerged marsh lands in Jamaica Bay, to which he had a title given by the old town of Jamaica. He paid a dividend of 4 per cent to the stockholders. This led others to invest.

In 1897 the bicycle railroad idea was practically abandoned, and Dunton tried to have all the funds of the company diverted to the land improvement scheme. Desmond Dunne, of Brooklyn, was secretary of the company

at that time, and he, with other directors, refused to permit the money of the stockholders to be used for a purpose other than that for which it was subscribed. Rather than consent to the new scheme, Mr. Dunne and other directors resigned.

It is said that the company's rights were then transferred to the Co-operative Society of New Jersey, which planned to build a Venice in Jamaica Bay. August Immig, of Baldwin, Long Island, who had been interested in the original bicycle railroad company, was made president of this co-operative society. The Co-operative Society of New Jersey gave an option of its rights to the Industrial Federation of America, with Peter Garrahan president, and with Mr. Dunton as one of the incorporators. Dunton afterward released all his right to land under water in Jamaica Bay, giving the city of New York absolute title to the land. The Industrial Federation was changed into the National Industrial Federation, with the same alluring prospectus. Several labor union leaders were interested in the enterprise, and it was from laborers that the dollars were collected to run the concern. Quite a fight was made on Mr. Dunton after he surrendered his title to the city.

Paris to Have 1000 Cycle Policemen.

Paris is to have a small army of policemen on wheels. Heretofore there have been four hundred of them, the majority on night duty, but a recent decision of the authorities will result in increasing the number to a round thousand. It is added that "they will be stationed at five different posts in the city, and will be available for duty anywhere at a few moments' notice."

When It Is not a Motorcycle.

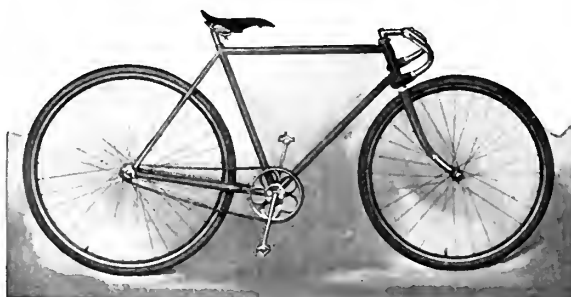
Another English court has decided that when a motor bicycle is being pedaled it is not a motor bicycle, but the plain, ordinary, muscularly propelled machine. In this instance the rider had been arrested for failing to display his license number, but proving that the belt had been disconnected and that he was pedaling at the time, his discharge followed.

To Test Anti-Skid Devices.

In England, where sideslipping is a bugaboo that never dies, the Cyclists' Touring Club has offered four prizes for the devices best designed to solve the problem. The offer has resulted in the entry of a perfect flood of inventions of the sort—some sixty in all. The test will take place early in June.

Buffalo Won't Tax Bicycles.

Bicycles have been very generously omitted from the new tax ordinance which will be presented for passage by the Board of Aldermen of Buffalo, N. Y. Motorcycleists, however, will be very "ungenerously" required to pay \$2 annual tax. The revenue will go toward repairing the streets.



National, Model 80 Special

The weather for the last four months has not been good for racing, but on the other side of the world they are doing good work on the Nationals. The last of January at one meet in New Zealand, two National riders scored four firsts, three seconds, three thirds and six fourths, and at the Timaru Sports, another National rider won all races on the program. They have found out that Nationals are winners, and send 15,000 miles to get them.

In thirty days the sport will begin in the U. S. The Model 80 special National is the winner. Show a sample and it will sell.

NATIONAL CYCLE MFG. CO., Bay City, Mich., U. S. A.

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are more popular and better to-day than ever before. There are no bicycle or motor cycle tires "just as good," although every maker has tried to approach the Fisk Quality.

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APRIL 29th, NEXT.

Turn of the Tide.

There no longer seems room for reasonable doubt but that the year 1905 is to mark the long prophesied turn of the tide—not that there is the faintest symptom of a boom but that it will be possible to record a distinctly upward trend.

Every report agrees that not for three years—some say four years—has the sale of bicycles attained such proportions, and what is more to the point, it appears to be well sustained.

The touch of summer that was felt in March caused the sap to flow and turned the public fancy to cycling seems to have been the harbinger of better times. It caused a rush for bicycles which not even the succeeding chills of winter have served to check. The fear that this unusually early demand would prove at the expense of April and May has been pretty well dissipated.

It is profitless to attempt to analyze the situation or the causes attendant on the weather that have served to bring about the prevailing good cheer, but probably the most logical explanation is that the man who each succeeding year purposed to "ride again," and who failed to do so, has tipped the scales in the favoring direction. The hot spell of March resulted in the formation of his annual resolution, and as, though chilling, the succeeding weeks have been generally bright and clear, he has not had that excuse that formerly served him to postpone for another twelve months his renewal of cycling activity.

But whatever the cause, the tide has turned. The sunshine again beams on cycling and the cycle trade, and there remains small cause for pessimism save on the part of those unreasonable beings who will not be content short of irrational conditions, such as prevailed in the days of the boom.

It is for the individual to make the most of the cheering conditions as they exist.

The Demand for Motorcycles.

It is a sign of the times that practically every dealer who last year or in previous years applied himself intelligently and earnestly to motor bicycles is now reaping the reward. There are few of them who have not already sold more machines than they sold during all of last year.

Their chief complaint is that they cannot get them fast enough—a complaint reflected by C. C. Hopkins, of San Francisco, in another column. The same situation exists in New York, in Brooklyn, in Rochester and in a number of other places in which inquiry has been made. But perhaps the best side light on the situation comes from the little town of Millbury, Mass., where one dealer alone reports the sale of five motor bicycles already this season.

If the men who sell and the men who ride the power driven machines will but have regard for their personal appearances, there is no doubt but that their numbers will multiply even more quickly. It is not short of astonishing how many persons are holding

aloof because of the belief that the motor bicycle is a dirty, oil squirting contrivance, and that because of it, it is necessary to make one's self look like a sewer inspector or deep sea diver by wearing leather clothing—a belief fostered by that hired man's attire, which is still affected by so many motorcyclists, and which is as unnecessary as it is usually unkempt, unstylish and uncomfortable.

Regulation of Traffic.

Beyond a doubt the matter of traffic regulation in the great cities can be of no greater importance to any users of the streets than to bicyclists, for next to the pedestrians, whose rights are never much in regard, it is they who are most defenseless and most likely to be imposed upon.

Take it in New York, for instance, where the congestion in and about the business districts of lower Manhattan particularly has assumed stupendous proportions, the man who rides the bicycle is not only racked almost beyond endurance on the rough stone pavement of the less important thoroughfares, and obliged to pick his way through openings between vehicles which barely permit the passage of his machine, but he must be on the lookout constantly for the intrepid pedestrians, who scorn the use of the legitimate crosswalk and prefer instead the petty excitement of threading the tangle, trusting to luck and agility and perhaps, too, in sheer bravado, to the mercy of the drivers, to escape from harm. And if he be blessed with nerve and skill enough to guide through the more ordinary mess, to a point worse confused, he suddenly finds himself neatly pocketed in a hole which suddenly begins to narrow, and should he venture to raise his voice in humble protest, at once finds himself the object of the most unlovely comment imaginable, which spares not himself nor his suppositive ancestry. Rights and equal rights he may have, but they are of little use to him where the winning is to brute force and simple courtesy is unknown.

During the last administration the police commissioner, realizing the manifold advantages of such a system, inaugurated the custom, preceded notably in London, of periodically interrupting the tide on each of two intersecting thoroughfares, and thus, by alternately permitting its flow on either, of very materially expediting the whole movement. Incidentally, too, it gave pedestrians the privilege of crossing the temporarily closed street, with absolute immunity from

danger, a blessing hitherto unknown. The success of the venture was somewhat problematical at first, particularly in the lower sections of the town; for the life of the New York teamster is so fraught with harassments that he becomes peevish and unwilling to brook any interference with his own sweet will. However, the experiment has proved a grand success, and even the stubbornest rebels have come to see its advantages.

Not quite a year ago the present commissioner saw room for further improvement. Several of the squares were becoming so confused that all was in turmoil, and so complex was the jam that frequently an altercation as to the relative rights of two vehicles would cause a general stoppage of everything within a radius of two blocks, and he consequently introduced the apparently imbecile plan of clearing such centres and forcing everything into one of two streams, the one passing down town and the other up town. To get the system into working order required a longer period of education than had the former. It necessitated the formation of a traffic squad, and in and through, it required the exercise of the greatest patience and judgment in dealing with the untamed, offended driver. But the effort has succeeded, at least to such an extent that the dear, unreasoning public is beginning to see the improvement in conditions, is beginning to appreciate the well ordered arrangement.

During the present week there has been introduced in the Assembly a bill which bears directly upon this subject. The authority of the police department to take up the matter in so radical a manner has been in question. The measure does not in itself supply the head of the force with any powers which he did not possess before, but it does define those powers, a matter which was neglected when the charter was drawn up.

Any measure which involves the question of law and order, of decency and of equal rights, it is to the interest of every individual to foster; this on general principles. Any measure which pertains to the welfare of those who use the city's highways is to the particular interest of those who claim an equal right in their use. And any measure which involves the granting of their rights to those whose position is such that it cannot be self-enforced through mere bullying and crowding, is of especial interest to them.

Traffic regulation by a system of and with-

in the control of the police force implies not only less of strife and less of congestion in the city, but the insurement of equal privilege to all of equal right. It should receive the unqualified indorsement of all whom it has and will benefit, and not the least that of the bicyclist. The good roads movement has given its upward impulse and very materially helped onward by concerted action on the part of the wheelmen. Why not apply the same principle, at least in so far as public indorsement is concerned, to the improvement of conditions within as well as without the limits of the town?

Lamps and "Wheelmen's Rights."

Dealing with what he terms "wheelmen's rights," President Cooke, of the L. A. W., congratulates the organization on the part it played in killing the bill that would have required the cyclists of Rhode Island to carry lamps after nightfall. "And," he adds, "let Chief Consul Perkins, of Massachusetts, tell what he knows concerning the lamp bill recently strangled in the Massachusetts legislature."

It is fair to assume that when a noiselessly moving Rhode Islander is killed or injured because of failure to display a light, Mr. Cooke will still shake hands with himself. As for Chief Consul Perkins, what he really should tell is the story of how, several years ago, he offered his services to at least one lamp manufacturer for the purpose of assisting the passage of an act quite similar to the one he so recently helped to "strangle." Perkins was "caught with the goods on him," and never said a word when the "goods"—his letter—was given to the world. If they care not for themselves, wheelmen have no right to invite accident and imperil the safety of road travel. As they can't be heard, they should be seen.

When, for making the six-day race in New York appear not unlike a barroom brawl, Robert Walthour was suspended for one year, the Bicycling World remarked that the display of backbone on the part of the N. C. A. was as commendable as it was unexpected. It is now necessary to apologize for the remark. Walthour was reinstated in time for him to participate in the first race meet of the year. Practically all of the other offenders were fumigated and restored long ago.

That old "money-on-a-stick" charge is one that never can be leveled at the motorcyclist. He at least sits up straight.

HOPKINS NO HESITANT

Twits Dealers who Haggle and Says he Can't Get Motorcycles Fast Enough.

Editor of The Bicycling World:

I read with much interest Mr. Preston's article in your issue of April 1, and with a great deal of satisfaction note your comments thereon. Actually I am ashamed to state that I was born in Iowa when I read articles like Mr. Preston's.

Once Iowa was "the West," but it is certainly a "slow one" now, if Mr. Preston gives us the correct sentiment. Why, I thank my lucky stars every time that I receive a new motorcycle this season, and I am glad and willing to pay in advance for them and pay much more than the figures Mr. Preston mentions before I can land them here. How would he like to add \$26 express charges to the cost of a machine, and then not be able to get them half fast enough? I have a standing order at one factory, and they have not been able to keep anywhere near filling it so far this season.

The dealer who can get quick delivery this year on a reliable motorcycle is a mighty lucky man, and if he was out here, which is the real West, and a good country, he would be so busy that he would not have time to whine about the cost.

So far this year I have had more 1905 motors than any dealer that I know of, and I have not had one quarter of the number that I can sell for spot cash. I even make rich people "stand in line" and leave a deposit when they order, not to question their financial responsibility, but just to be fair to all customers alike, and it is pleasing to see how willingly our dear people deliver the coin. I like your East and thorough business methods, but I like to deal with people of the "wild and woolly." I like to be away from here just about as long as I was on my last trip—fifteen days. Then when I get back this place looks good to me, and I soon forget how crowded you are.

Come out in 1906 and see our big Pacific, and bring the annual F. A. M. meet with you. We had a fine turnout by our motorcycle club yesterday, a run to Centreville for dinner, being participated in by thirty-five members, six of whom were our honorary lady members.

C. C. HOPKINS, San Francisco, Cal.

Leuly to Cross the Continent

Emil Leuly, of Hoboken, N. J., the deputy centurion of the New Jersey Division, Century Road Club of America, will start awheel for San Francisco on June 1 next. He is now mapping out the route he will follow across the continent. Leuly is a hardy rider and has been fired with ambition to attempt the trans-continental journey ever since he made the trip from Hoboken to St. Louis last summer.

WALTHOUR UNFOLDS PLANS

Making Ready to Go Abroad, he Talks Interestingly of Situation There.

Having been reinstated "Bobby" Walthour is now talking again, this time sensibly and interestingly, and with none of that top-loftiness that characterized his utterances after his "strike."

"I am glad, of course, that my suspension is at an end," he says, "not so much on account of the money I intend to make from my European engagements as on account of the mere pleasure of riding. (It is not stated whether he laughed when he said this.)"

"There are many people who believe that my contract in Europe was broken when I was suspended. This was not so. The managers of the European tracks with whom I had engaged to ride during the season of 1905 absolutely refused to allow me to break it, insisting that no matter when I was able to come to Europe, I owed it to them to keep the contract I had made."

"Even while I was under suspension with apparently no possibility of reinstatement, I received an offer from other European promoters offering me a much better contract than the one I already had."

"On account of this fact I tried to get a release. I found it impossible. My contract was merely postponed and will now open the latter part of June, lasting three months."

"I have a race booked at Atlanta for April 25, probably against Jimmy Moran, who has also been reinstated. From April 25 on I will remain in Atlanta, meeting all comers, until May 30, when I have another race booked for Boston."

"It will be July 17 before I will be able to go to Europe to keep my contract there, racing July 17 in Boston. About July 20 I will leave America for Europe and arriving there in the neighborhood of July 26, will race probably in Paris one day of the month. No definite engagement has as yet been made for me."

"My contract with Promoters Coquelein and Victor Beyer calls for three months' racing in Europe, for a return of a guarantee of \$15,000. This is the minimum sum that I can receive for this three months' work, and if I can manage to win all my races I will make in the neighborhood of \$25,000."

"It takes a man a long time to get acquainted in Europe, or rather I should say, it takes Europeans a long time to get acquainted with Americans. They are all from Missouri in that neck of the woods, and you have got to show them all first."

"I have been racing in Europe for two seasons now and I am just beginning to reap the rewards of these two years of introduction."

"There is nothing to the racing game in America compared to what there is in Europe."

"Here it is a side issue, with four profitable tracks in the country, two in Boston, one in Atlanta, and the other at Vailsburg."

"There it is the national game and people go mad with the enthusiasm of the race, holding every other sport of minor interest to this great motor-paced game."

"The European tracks are all open air affairs, and on this account it would be impossible to hold a six-day affair in Europe, though I fancy that it would be immensely profitable, in Berlin at least."

"Think of it. In one race in which I took part, in Berlin, the German champion racing against me, there were present in that inclosure 60,000 paid admissions."

"Here in America we consider it a big crowd to have 5,000 people at a race, an immensely profitable afternoon even at a big league baseball park to count 15,000 to 25,000 people, but there in Europe over half a hundred thousand piled their way in to see one race. Nor is it a matter of one race. It can be done again and again, for the racing is growing better in that country and the people are growing even more enthused than they used to be, and it has always been a great sport."

"During my season abroad I will ride in many cities. Among them will be Berlin, Dresden, Leipsic, Breslau, Paris, Antwerp and Vienna. I will also probably ride in Cardiff, where Jack Prince will build a track."

"When I have finished my campaign in Europe, I will return to Atlanta and we intend to crowd that old Coliseum with thousands who will pour out to see the races. They will see the best men in the world ride."

About Minnesota's Cycle Paths.

Not for ten years has the bicycle committee of Minneapolis, Minn., had so few petitions for new paths to consider at its first meeting of the year as the committee that met last week, and if the Minneapolis "pedal pushers" do not evince more interest than is shown at present, it is likely that the paths will be abandoned."

There were just two petitions before the bicycle committee, and it is a question in the minds of some of the city officials whether there are to be funds enough available from the sale of tags this year to put in even these two paths and likewise to keep the present paths in repair."

To offset the two petitions that were received for new paths, there were two petitions that came before the committee asking for the removal of certain paths that are in use. The paths whose removal is preferred to their company are on Fifth street south from Tenth avenue to Riverside and the path on Blaisdell from Franklin to Twenty-sixth street."

The committee decided to order the removal of the Fifth street, but postponed action on the Blaisdell avenue path."

The committee also called upon the city engineer to make estimates for the construction of paths along Twenty-sixth street from Twenty-sixth avenue south to Forty-first avenue, and along Franklin avenue from Cedar avenue to the Franklin avenue bridge."

'FRISCO WANTS 1906 MEET

Californians Emulate the Early Bird and Give Long Notice to the F. A. M.

Evidently they do not believe in letting the grass grow under their feet on the Pacific Coast, and as plainly the California motorcyclists are very much "up and doing."

Unexpected evidence of the fact reached New York last week when L. H. Bill, vice-president for the Pacific District, of the Federation of American Motorcyclists, cast his vote for Waltham, Mass., as the place for the 1905 meet of that organization."

Accompanying Mr. Bull's vote was the formal notice that the San Francisco Motorcycle Club purposed applying for the meet of 1906. Mr. Bill added that San Francisco's invitation and its claims and advantages would be amplified and placed in due shape. C. C. Hopkins, the 'Frisco member of the F. A. M. Competition Committee, supplemented Mr. Bill's communication and states that no organization that ever held a convention in the Pacific metropolis but that has profited by it, and he promises that if the invitation is accepted that the motorcyclists who attend will be given a "time" that they will remember while breath lasts."

The unexpectedness of the invitation quite made the Eastern officials gasp, and they have not yet wholly recovered from their surprise."

"They will be sure of at least one visitor from New York, and his name is Wehman," is the way Secretary Wehman expressed his position."

It is, of course, much too early for official action to be taken on San Francisco's invitation, but there is no doubt that it will give motorcyclists a lot to talk of and think about."

Lawson and McFarland Qualify.

Advices from Australia state that all the visiting cracks—Lawson, McFarland, Ellegaard and Rutt—had qualified for the final of the Sydney Thousand."

In the final of a five-mile race on March 11, run in connection with the Sydney preliminaries, Ellegaard set up a new world record of 10:40 4-5, beating out both Lawson and McFarland."

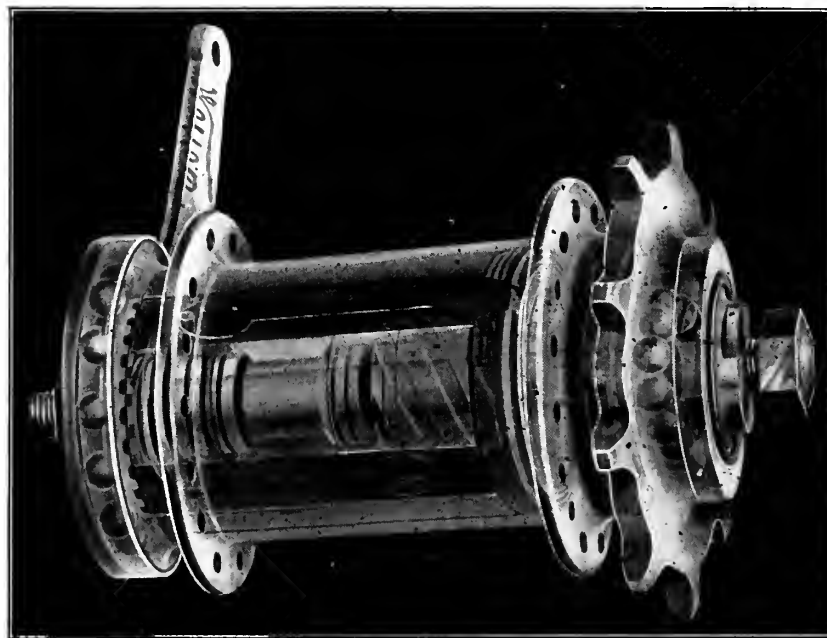
St. Onge Breaks His Foot.

Fred St. Onge, the Brookline, Mass., trick rider, and one of the best in this line in the world, is on the shelf in New York City suffering from a broken foot. He fell from his wheel while doing a vaudeville stunt several weeks ago, and has been incapacitated ever since."

For the Tigers' Big Race.

The Tiger Wheelmen expect two entries for their road race on Long Island on May 7. The motor bicycle which constitutes the chief prize is proving a strong drawing card."

The MORROW Made Coaster Brakes Possible



IT CAME FIRST;
ALL OTHERS CAME AFTER—LONG AFTER.

It proved the practicability and
pleasurability of the idea.

The demand for Coaster Brakes
has been built up on the
success of the MORROW.

THE FIRST, IT REMAINS THE FOREMOST.

ECLIPSE MACHINE COMPANY,
Elmira, N. Y.

WALTHOUR HIMSELF AGAIN

Signalizes Reinstatement by Winning First Race in Boston in Hollow Style.

"Bobby" Walthour is reinstated, all right. Any doubts existing on that score were dispelled on Wednesday, when he made his first reappearance at the opening of the Charles River Park track, at Boston, and finished first in the thirty-mile motor-paced race. The erstwhile Atlanta "skyrocket" soared again and succeeded in riding rings around James F. Moran, of Chelsea, his first lieutenant in the six days' "strike," and the Veteran Nat Butler, of Boston.

The men were sent off on their long grind from a standing start. Walthour made the best pick up and drew the lead in the first lap. Butler tacked on readily, but Moran had trouble in connecting with his pacer and lost nearly a lap at the start.

All three were riding at a good clip when Moran's chain broke, when Butler got a couple of laps on the Chelsea chap before the latter could right matters. In the twenty-seventh mile Butler punctured a tire and Moran worked into second place and held it to the finish. These mishaps allowed Walthour to gain over a mile on Moran and nearly two miles on Butler. Walthour's time for the thirty miles was 44:14 3-5.

The amateur events were exciting. In the final heat of the one-mile handicap, J. B. Coffey, of South Boston, 50 yards, sprinted away from the bunch and crossed the tape first. W. F. Drea, of Cambridge, 115 yards, was second, and H. A. Barrey, of South Boston, 120 yards, was third. Time, 2:05.

There were eighteen starters in the five-mile open, with a prize at the end of every mile, and this fact caused the youngsters to do some good sprinting. A. W. McDonald won the first easily, and J. A. McNeil was ahead at the second. The third went to Harvey Giles, and the fourth to William Bussey. The sprint for the tape devolved upon Bussey and Giles. Bussey had the pole and managed to sprint across the tape first. Giles was second and McNeil third. Time, 13:02 1-5. Summaries:

30 MILES, MOTOR-PACED.

Miles.	Leader.	Second.	Third.	Time.
1...	Walthour...	Butler...	Moran...	1 40 2-5
2...	Walthour...	Butler...	Moran...	3 09 4-5
3...	Walthour...	Butler...	Moran...	4 35 2-5
4...	Walthour...	Butler...	Moran...	5 52 4-5
5...	Walthour...	Butler...	Moran...	7 18 1-5
6...	Walthour...	Butler...	Moran...	8 44 4-5
7...	Walthour...	Butler...	Moran...	10 09 2-5
8...	Walthour...	Butler...	Moran...	11 34 2-5
9...	Walthour...	Butler...	Moran...	13 05
10...	Walthour...	Moran...	Butler...	14 34 2-5
11...	Walthour...	Moran...	Butler...	16 03 2-5
12...	Walthour...	Moran...	Butler...	17 30
13...	Walthour...	Moran...	Butler...	18 57 2-5
14...	Walthour...	Moran...	Butler...	22 22 1-5
15...	Walthour...	Moran...	Butler...	21 49 3-5
16...	Walthour...	Moran...	Butler...	23 18 1-5
17...	Walthour...	Moran...	Butler...	24 46 2-5

18...	Walthour...	Moran...	Butler...	26 15
19...	Walthour...	Moran...	Butler...	27 43
20...	Walthour...	Moran...	Butler...	29 15 4-5
21...	Walthour...	Moran...	Butler...	30 46 1-5
22...	Walthour...	Moran...	Butler...	31 16 1-5
23...	Walthour...	Moran...	Butler...	33 45 4-5
24...	Walthour...	Butler...	Moran...	35 15 2-5
25...	Walthour...	Butler...	Moran...	36 44 3-5
26...	Walthour...	Butler...	Moran...	38 13 2-5
27...	Walthour...	Moran...	Butler...	39 42 1-5
28...	Walthour...	Moran...	Butler...	41 13
29...	Walthour...	Moran...	Butler...	42 45
30...	Walthour...	Moran...	Butler...	44 14 3-5

One mile, handicap, amateur—J. B. Coffey (50 yards), first; W. F. Drea (115 yards), second; H. A. Barry (120 yards), third. Time, 2:05.

Five mile, open, amateur—William Bussey, first; Harvey Giles, second; J. A. McNeil, third. Time, 13:02 1-5.

Indoor Season Ends in Buff lo.

yards respectively. L. J. Wentz, of Brook-York City, and Fred Ernst, of Rochester, N. Y., were the trinity of stars at the last indoor bicycle races of the season at the 74th Regiment Armory, Buffalo, N. Y., last Saturday night.

Five men lined up for the two-mile lap race. The race was run twice, a heat and a final, although the heat did not count and was only supposed to be a try-out. Ernest and Goerke refused to ride twice and only rode in the final. Goerke had tire troubles and a puncture put him out of the running in the second lap. Ernst passed all his opponents and received the greatest ovation that has been accorded to any rider this season. The two New Yorkers are favorites in Buffalo, and are far more popular than the home riders, who never appear on any other tracks. Reilly finished second. Time, 4:39 3-5.

The two-mile handicap had five starters, Ernst and Goerke starting from scratch. Reilly and Whitlock were given 30 and 70

Oscar Goerke and V. J. Wentz, of New lyn, 150 yards, rode instead of Fred T. Wanner, who was injured in the 23 Regiment games in New York City. Ernst and Goerke set a hot pace from the start and soon passed Reilly and Whitlock. Ernst dropped out before the bell sounded, and the fight for first place was between Goerke and Wentz. Wentz crossed the tape first, with Goerke close behind. Reilly was third. Time, 4:33 1-5. Summary:

Two-mile lap—Fred Ernst, Rochester, first; W. H. Reilly, Buffalo, second; L. J. Wentz, Brooklyn, third. Time, 4:39 3-5.

Two-mile handicap—L. J. Wentz, Brooklyn, first; Oscar Goerke, New York City, second; W. H. Reilly, Buffalo, third. Time, 4:33 1-5.

Fenn was Fined for "Not Tryin"

They do some things differently in Paris, as W. S. Fenn has learned at a cost of \$25. After winning his first race, his "reversal of form" in his match with Jacquelin on the following Sunday was so suspicious that he was summoned by the stewards to explain his performance. His explanation being unsatisfactory, he was fined 100 francs for "not trying to win."

METTLING BEGINS WELL

Rides Away from Stinson and Caldwell in Paced Race—Sharp Sprint Events.

Louis Mettling, of Boston, was the particular star at the opening of the Revere Beach track at Boston Wednesday. The event in which he distinguished himself was a twenty-five-mile motor-paced race with William Stinson, of Cambridge, Mass., and Harry Caldwell, of Manchester, N. H. The Boston youngster had little trouble in finishing first, and the race proved to be another case of a "dark horse." Mettling had plenty of speed to spare, and it was evident to all who have been assiduously following the game that Mettling's weeks of grinding on Prince's circuit has kept him in top-notch condition.

Harry Caldwell had the pole at the start and was paced by Dubois. When entering the second mile the "Manchester Giant's" rear tire went off with a loud pop, and before he could change mounts and tack on behind his motor again he was nine laps to the bad. Stinson was paced by Schultz, and the Cambridge sprinter was regarded as a probable winner, but he disappointed the "fans," and lost his pace time and again.

After the eighth mile the race developed into a procession, and consequently was tame. Fred White paced Mettling, and the latter stuck to him like grim death. He ate up the twenty-five miles in 39:55 3-5. Stinson came in second, 15¾ laps behind, and Caldwell brought up the rear, 12 laps behind Stinson.

Matt Downing, of Jamaica Plains, distinguished himself in the two amateur events by crossing the tape first in both. He started from scratch in the one-mile handicap, and in the final heat had Younie, McKinnon, Stoughton, Gueth, Brackvelt and Murphy strung out in front of him. The last named pair had the limit, 120 yards. He caught the long markers at the three-quarter mark, and when the bell sounded for the last lap, Downing "hunched" himself and crossed the tape first after a pretty eighth of a mile sprint. E. I. Collins, 40 yards, was second, and W. S. Younie, 20 yards, was third. Time, 2:11 4-5.

In the ten-mile open a good bunch of the "simon pures" lined up for the start. The mile sprints were productive of good sport, for the spectators, at least. Gueth and Baretto caused many a laugh by their attempt to gain the mile prizes, and each won two. The other mile winners were Downey, Younie, Collins, Stoughton and McKinnon. Collins was leading at the bell, but here is where Downey got in the running, and he passed Collins like a flash, with McKinnon hugging his rear. They finished in the order named. Collins managed to cross the tape

slightly ahead of Young for third place. Time, 28:47 3-5. Summaries:

25-MILE MOTOR-PACED.

Miles.	Leader.	Laps.	Yds.	m. s.	Total time.	Time of miles.
1....	Mettling...	40			1 32 2-5	1 32 2-5
2....	Mettling...	100			3 03 3-5	1 31 1-5
3....	Mettling...	180			4 35	1 31 2-5
4....	Mettling...	1			6 10 3-5	1 35 3-5
5....	Mettling...	11½			7 45 3-5	1 35
6....	Mettling...	11¼			9 20 3-5	1 35
7....	Mettling...	11½			10 52	1 31 2-5
8....	Mettling...	23¼			12 24	1 32
9....	Mettling...	33¼			13 58 3-5	1 34 3-5
10....	Mettling...	31¼			15 38 3-5	1 40
11....	Mettling...	31½			17 16 3-5	1 38
12....	Mettling...	41¼			18 55 1-5	1 39
13....	Mettling...	5			20 30	1 34 3-5
14....	Mettling...	5¾			22 04 3-5	1 36 3-5
15....	Mettling...	5¾			23 41 2-5	1 37
16....	Mettling...	11			25 18 2-5	1 37 4-5
17....	Mettling...	12¾			26 56 1-5	1 36
18....	Mettling...	13¾			28 32 1-5	1 35
19....	Mettling...	13¾			30 09 1-5	1 37
20....	Mettling...	13½			31 49	1 39 4-5
21....	Mettling...	13¾			33 24 3-5	1 35 3-5
22....	Mettling...	14¼			35 03	1 38 2-5
23....	Mettling...	14½			36 41 3-5	1 38 3-5
24....	Mettling...	15¼			38 21 2-5	1 39 4-5
25....	Mettling...	15¾			39 55 3-5	1 34 1-5

One mile, handicap, amateur—Matt Downey (scratch), first; E. L. Collins (40 yards), second; W. S. Younie (20 yards), third. Time, 2:11 4-5.

Ten miles, open, amateur—Matt Downey, first; J. J. McKinnon, second; E. L. Collins, third.

Novel Speed Judgment Test.

Races are such a common form of competition, and so-called slow races are lacking in interest to an extent that makes them a feature hardly to be commended, that a competition with the spice of novelty in it arouses considerable interest.

Probably no other subject could have been selected just at present that holds more interest both for owners of motorcycles and the spectators than that of a competition to be held in England, in which the rider's ability to speed his mount at a certain pace is to form the test. There are few who have not preconceived notions of just what ten, twenty and twenty-five miles an hour mean, and there are likewise very few whose ideas on the subject conform with the reality.

This is termed a pace judging competition and is to be held in connection with the first motor speed trials of the season in the "tight little isle." The competitors will be required to ride for a quarter of a mile from a flying start, in the first instance at twenty miles an hour and in a second test at 7½ miles an hour. For each fifth of a second lost or gained from the standard time one point will be deducted, and the competitor having the fewest scratches against his record will be the winner. This competition is open to automobiles and bicycles as well as motorcycles, the entry fee being but 25 cents, two prizes of \$5 and \$10, respectively, being provided. Three motorcycle races will follow this event.

PRINCE SPOILS HIS WELCOME

Tries a Bold Fake at Richmond and the Virginians Want Him No More.

Appearances tend to indicate that the ever versatile Prince, John Shillington being the first part of his name, is never content to let well enough alone and must needs spoil a "good thing." He held a so-called "six-day" race in Richmond, Va. The people were satisfied and all would have been well had it stopped right there. But mercy, no. A week after the finish of the "big race" an extra matinee was run off and on Friday, 14th, a second "extra" was attempted.

With an over-generous smear of red ink on huge lettered posters plastered all over the town was proclaimed the fact that "Mlle. Violet La Verne, of Buffalo, the champion French lady rider," would ride a match against "Mr. Willie Duke." Now "Mr. Willie Duke" is a nice young man, and as he is popular in his native city, naturally the Richmondites flocked to the auditorium, which was exactly what the protean promoter intended they should do.

When "Mlle. Violet La Verne" tripped lightly on the track with a soubrettish air and coquettishly "made eyes" at the young "gemmen," the crowd yelled themselves hoarse with delight. She was loosely "wrapped," yes, that is the right word, in a gorgeously colored bath robe. When the word was given the aforesaid "lady" discarded the bath robe and stepped out in full view, attired in somewhat baggy navy blue bloomers, and a glaring red shirtwaist. "Her" mass of fiery red hair and "her" rouged pink cheeks rivalled and surpassed the brilliancy of the full-blown red rose. All would have been well, but, alas! sad to relate, that "French lady's" fiery topknot came out by the roots and the much-heralded "Mlle. LaVerne" turned out to be a cleverly made-up youth, Haller Bucher by name, employed by the local branch of the Adams Express Company. And the crowd howled in disgust and hooted the fair "Mam'selle" unmercifully. That was the first drop in the bucket.

Two or three newsboys rode a tame one-mile race. That was the second "sell."

Of course, by this time the spectators were keyed up to the highest tension, and when the one-mile race for the championship of Virginia was announced, they were prepared for most anything. Ollie Hope, Nelson Holt and Tabor were the entrants. In the third lap, when Hope was in the lead and settling a warm pace, Holt was pocketed into the rail on the bank, and he and his bicycle did a loop-the-loop stunt in mid-air. Woman screamed and laughed hysterically and some even went so far as to faint. Holt was thrown high over the track on the tan-bark. He was carried to the dressing-room, where it was found that he had broken his collar-bone and his body was a mass of bruises.

Then two small boys rode a race. More hoots and jeers.

An unlimited pursuit race between "Willie" Newton and N. S. Sale was tame and slow. Newton won.

J. Frank Galvin, of Newark, N. J., and Bennie Munroe, of Memphis, Tenn., rode a one-mile match. Munroe finished first. Next a two-mile race between the same riders was run off. Munroe crossed the tape first in this also. After the race Galvin, the Irish sprinter, made a statement in which he declared that he had gotten the "double cross," which in ordinary dialect means that the race had been "fixed," and that arrangements had not been carried out. Galvin said he had gotten enough glory out of the races and had lost enough money, and that hereafter he would cut Richmond out of his list of visitable health resorts—a very sensible decision.

To cap the climax, Galvin made a miserable so-called attempt to break the world's record on a motorcycle. Galvin seemed willing enough, 'tis true, but the motor was weak. It might be said that it was decrepit, and it was only after repeated trials and after considerable tinkering and numerous repairs that it would be persuaded to even spark. Ordinarily a motorecyclist going at full speed on a twelve-lap track takes plenty of risks. Friday night, however, the machine ran so slow that the only visible danger was that it would topple over from "very slowness." That was the straw that broke the camel's back.

Throughout the "races" Iradella's band—at least it is called a band—dispersed intermittently beautiful strains that are dear to the heart of circus gowers and street urchins, and so old that they are almost new again.

The spectators went home thoroughly disgusted with the whole "affair," and it is hardly likely that bicycle races will ever again be held in Richmond, Va., at least, unless under different management.

Antwerp to See the Americans.

Besides the world's championships on July 16, 21 and 23, the following meets will be run on the Zurenborg track at Antwerp: May 14, three-cornered match, Fenn-Piard-Grogna; June 6, match between Kramer and "Major" Taylor; August 14 and 15, Grand Prize of Antwerp for sprinters and stayers.

Building a Motor Tandem.

A tandem motor bicycle is being constructed at the Michigan Automobile Co.'s factory at Grand Rapids, Mich. The machine will be used for pacing purposes and will weigh 160 pounds. It will be equipped with a 3½ horsepower De Dion motor.

Perden Wins Armory Race.

Gus Perden, riding from scratch, finished first in the one-mile handicap at the Thirtieth Regiment games, New York City, Saturday night last. W. Charlton (40 yards) was a close second, and Owen J. Devine (scratch) was third. Time, 2:27 1-5.

LUCK IN CYCLING

A Tour in Which the Element of Misfortune was Strikingly Illustrated.

"What an element of luck there is about cycling after all! Take two wheels of the same make; their parts travelled through the same automatic machinery one after the other, assembled one after the other and probably bearing serial numbers only a few ciphers apart, but just see how differently fate will treat them," remarked the Old Timer as he settled himself in his favorite chair.

"I remember back in '97 two of us made the run from New York to Washington; both of us had the same identical brand of bicycles, bought from the same man on the same day and they were both of the same consignment the agent had received only a few days before, so it's pretty certain they came through the factory within a very short time of each other, but my! what a difference. I had ridden my mount thousands where my partner had ridden his hundreds of miles before we undertook the trip—in fact, it's very doubtful if he had ridden his more than two or three hundred miles altogether, and only short trips at that.

"It hardly seems credible, but from the time we started out I did nothing but nurse that other fellow's wheel—he was was one of those bungling kind of chaps, a helpless sort of animal when it came to fixing anything or doing anything else for that matter, and though he was a big, strapping, beefy six-footer, I had to take him under my wing where his wheel was concerned. And from the very moment we started out we had trouble with that bicycle of his.

"We caught the 9 A. M. boat to Staten Island from the Battery—just missed the 8 by a hair's breadth owing to his lame duck—and when we got across the Bay we spent half an hour hunting up a repair shop. It was Sunday morning and too early for them to be open, and when we did find one it was only an apology, and we spent an hour or more trying to fix some adjustment or other on the front fork of his wheel. I don't recall just what it was, but the trouble was that the thread of a screw was all stripped and there was no way of making it hold.

"We finally got away from that part of the island about three hours later than we anticipated, and got across to Tottenville on the other side, sixteen miles away, without any difficulty and again just in time to miss the ferry and face another hour's wait to get across to New Jersey, but we were just starting out and were flush, so we put up a quarter apiece and were ferried over in a skiff.

"Through Perth Amboy, Metuchen, New Brunswick and beyond we made fair time, and all went well until half way between the last-named and Princeton when my partner's front fork again gave signs of laying down. We found another apolgy for a repair

shop in the college town and made another temporary repair. That held till nightfall, when we put up at a little place just this side of Philadelphia, and the first thing we did next morning was to hunt the agency of that particular bicycle and get a new screw.

"Thinking we were all right for the rest of the trip we again started and got about ten miles south of the sleepy city and were just mounting the last of a hill, not going more than two miles an hour, when down went the partner on a slippery place on the road and broke his crank axle off, just like that"—illustrating the accident by snapping a wooden toothpick between his fingers. "If it had been a clay pipe stem it couldn't have gone easier.

"Well, we tramped about half a mile and found what appeared to be a pretty fair re-



NEW YORK BRANCH 214-216 WEST 47TH ST.

pair establishment, but the old lady, who finally put in an appearance after repeated knocking, told us her husband was away and wouldn't be back till late in the afternoon. We were certainly up against it, but I had an inspiration and asked her if she would object to our using the tools. She had no objections. It took us just about an hour's hard work to reduce that crank box to its simplest terms, and then stowing the parts in a rag so we could get them when we came back we took the parted axle and rode back to Philadelphia on a trolley car. That was the day when parts were made of gold and the replacement cost more than a V, but we had to have it. It took us all of two hours or more to go in and out again on the trolley, and when we set to work we found that the new cone we got just fell short of fitting the axle by a few thousands of an inch, and I tell you we sweated like convicts trying to hold those balls in and screw that tight cone on at the same time, but finally we got it down to a point where the balls couldn't drop out and then we put the cone in a vise and spun the whole bicycle about it and then

it went down in first rate shape. There was hardly a tool in that shop we didn't make some use of, consumed a bottle of watch oil in easing that cone on and altogether put in at least four hours in the shop. When we asked the old lady what the 'damage' would be she said she didn't know, and just then the old man came in and he didn't know either, so we gave him half a dollar and he thought himself well paid. We were kicking ourselves after that because we didn't have a quarter handy.

"Lost an entire day almost over that simple little accident and reduced my friend's available capital by about fifteen per cent. in the bargain. We shook the dust of that place off our tires as fast as we could, but there was nothing but a succession of vertical planes, you might call them, and we didn't get very much further that day, putting up at historic Brandywine, where the Colonials taught the proud Britishers that there was a different way of fighting than standing up in a mass to be shot at.

"Of course, we thought our troubles were at an end and that everything would be plain sailing after that, but we were not on the road more than two hours after breakfast when the wind sizzled out of my friend's front tire in a most discouraging fashion, and when we put it in a cattle trough a few hundred yards further on the cause was very apparent, so plain indeed that we hoofed it about three miles into Oxford, a little Pennsylvania town, where we lost an hour in watching the local tire repair expert rip out that inner tube—it was a good make, for which we were thankful—adjust a patch, soapstone it and pull the innards back into place.

"We got through that day all right, crossed the Susquehanna River late in the afternoon and rode through miles and miles of tomato farms on the Maryland side, landing up at Belair or some other little hamlet in that part of Maryland, and field barracks out in the wilds would have put that alleged hotel to shame. People told us Aaron Burr or some other notorious character was buried there—not in the hotel, but that seemed to be the only claim to historical importance that place could boast.

"Next morning after getting a few miles away from our stopping place my friend had his usual luck, and picked up some other impediment to the good health of his tire, but roadside repairs made that good. Do you know if there happened to be a nail or a chunk of glass as big as a pinhead within reaching distance of that fellow's wheel his tire was bound to find it, just as certain as if it were iron and his rim was magnetic? Soon after that we struck the best piece of road between New York and Washington—twenty-two miles of toll road with gates at short intervals, but bicycles not coming under the head of any of the cattle or vehicles described on the toll boards, were exempt. There was another kind of toll that must have been more profitable than that paid to the county and that was the gin-mill toll, for

there was a road-house every mile from the tenth mile right into 'Baltmer,' as they call it down there, and we kept tab on our progress very readily by noting the ten-mile house, nine-mile house and so on as we passed in.

"We struck Baltimore well before noon and shortly after that were through with it and out on the other side, and there we certainly did have trouble. We practically walked eighty per cent. of those forty miles between there and Washington; the sand was actually so deep that you couldn't coast down a steep hill—the bicycle would stand bolt upright in it with you sitting there in the saddle. Side path, there was none; there was absolutely nothing to do but walk, except in short stretches where there was something that the natives alluded to as a side path, but no one would know it; it was so narrow you couldn't stay on it even if you were a trick rider and well up in the game at that. It took us over seven hours to make forty miles, so you can imagine how much of it we rode, and you can bet your bottom dollar we were glad to see the peak of the Washington monument and the dome of the Capitol heaven in sight.

"Those were the days when you could hardly cross Pennsylvania avenue for the bicycles, and scorching was so rampant that the bicycles cops went around incog, didn't wear any uniforms at all, and if some rube-looking guy came up and grabbed you from behind by the shoulder with a savage look in his face you knew he was the 'real goods' without the formality of asking to see his tin star that was half a foot in diameter.

"You had to go along with him unless he let you go with a warning, and do you know they were not only on the lookout for the spielers, but there was a law against having anything higher than an 80 gear?

"Yes, it was all smooth pavement and streets so wide that you could lose yourself in them, but we didn't do any riding the week we spent there. We did all our travelling on the cable cars, with those dinky little grip cars up in front—the whole car was the grip and the poor motorman had two levers as big as young telegraph poles to manipulate. The sight was so novel after being accustomed to New York cable cars that we were fascinated and always sat up there and watched the gripman. Those are the kind of cable cars they still have in Chicago, so it's no wonder they want municipal ownership.

"We didn't attempt that stretch of road on the way back, but covered those forty miles in forty-four minutes on the flyer. And we didn't essay romping over that chain of bumps between Philadelphia and Baltimore or think of toying with the hotels en route, so we took the night boat and the trip was as good as a circus. That plucky little steamer stopped at every half-mile post up the Chesapeake and the Delaware River to take on fruit and live stock, and at one little place a band of darkies loaded about a hundred young pigs by playing wheelbarrow with them. They would take the animal by the

hind legs and make him race down the gang-plank. The squealing was something terrific and put sleep out of the question.

"We got into Philadelphia early the next morning and started the wheeling propaganda once more, but hadn't got as far as Germantown when my friend picked up a stray nail or something that disturbed his air circulation and we found a little repair shop in a hole in the wall. Would you believe it, the repairman didn't know the why or wherefore of an inner tube tire, and didn't know where to start to fix it? He said they didn't have that kind of tires around that neighborhood, and the first thing he started to do was to put one of those great big mushroom plugs in the outer cover with the aid of a quart of cement and a piece of string until we called a halt, and then we went at it and fixed it ourselves, at least I did, for that partner of mine wasn't as good as the average repairer.

"We made good time until we got just the other side of Princeton, and then we were riding along smoothly at about a good ten-an-hour and lo and behold, in making a swerve to pass another fellow going the other way my friend's front tire jumped off the rim bodily as a thing of life and we requisitioned the tool kit for tire tape. Fortunately we had enough of it to put the circle back in place and started off again. We made good connections at Tottenville and were pumping across Staten Island to make the St. George's boat when again my friend found the inevitable nail or glass, and there was again the discouraging fizz from one of his tires.

"I couldn't persuade him to come across the ferry and send his wheel uptown on the elevated train—they were running special bicycle cars then about every half hour—he insisted on looking up a repair shop and drifted into the first one we had struck on the way out and I took the boat home, too disgusted with him and his luck to wait for him."

"And do you mean to say that you never had a single accident in all that course of ill luck?" was remarked.

"Nary a break, until I got over into New York and was fully half way home when I got a puncture in the front tire within twenty minutes of home, and I got home on it, at that, as it was only a small one, so it cost me exactly seventy-five cents for repairs for that four-hundred-mile ride. Luck is a queer thing and no mistake."

Kershaw Cracks a Motorcycle Record.

John B. Kershaw, of Washington, D. C., on an Indian motorcycle, succeeded in breaking the record from Washington to Baltimore on Monday last. The record was recently made by Harry Parks, who rode it in 1:40. Kershaw lopped ten minutes off this record, leaving Washington at 6:25 a. m. and arriving at the Gwynn Falls bridge, Baltimore, at exactly 7:55, or 1 hour 30 minutes.

The trip was a remarkable one, in view of the fact that the run was made in the teeth of a regular March gale, and although Kershaw tips the beam at 185 pounds the little

Indian pulled through the sand and up the steep grades as fast as the rider cared to go. Kershaw is confident that he can better this record when the roads are in better condition, as Monday they were full of mud holes. He took a cropper in the deep sand near Laurel, and the fall caused him to lose several minutes.

Kershaw was sent off at Washington by V. C. Wrenn, and was timed at the Baltimore end by Howard S. French, vice president of the Federation of Motor Cyclists; Albert A. Kershaw, Warren Moyer, James Crook, J. L. Carney, J. R. Ellers and James Stewart.

The motor cyclist took the early start so as to avoid teams on the road, which even at the early hour were very much in evidence, but did not inconvenience him half as much as the innumerable dogs, which canines greeted him with a snap and loud barks as he went flying past the many residences along the pike.

New Scheme to Raise Money.

Costume parades are a feature of the sport in England that has never obtained here, and in connection therewith the hat is always passed around among the spectators to provide prizes for the most grotesquely or most ornately outfitted participants, likewise a feature lacking in this country.

Glasgow is soon to have its annual turn-out of this kind, and in place of the above method of providing the trophies the committee has devised a novel means of raising the wind by ringing in a variation on the old time prize drawing affair.

A watch of the value of \$110 is the prize, and it will be wound up a couple of days before the parade, placed in a sealed box and allowed to run down. Seven hundred and twenty sheets of paper, each containing sixty spaces representing the seconds of every minute during the twelve hours, are to be issued to the contestants. These spaces are available for names for the nominal price of 2 cents an autograph. The one securing the space representing the second at which the watch stops—or the nearest thereto, should the exact one not be purchased—will take the clock.

Gildersleeve and the Squirrel.

Charles Gildersleeve, of Cold Spring Harbor, Long Island, had an experience with a gray squirrel in Washington, D. C., on Monday that will leave its memory long after the painful bites and scratches have disappeared. Gildersleeve is a cyclist and was riding along the Woodbury road. As the road was clean, he bent down over the handlebars and sprinted. The squirrel was seated on a post. The road was narrow. Seeing the cyclist coming, the squirrel determined to leap to a convenient tree across the road, out of harm's way. He leaped, but did not reckon upon the speed of a bicycle, for he landed directly on Gildersleeve's face, to which he clung. He did not stay there long, but long enough to bite chunks of flesh from the cyclist's face.

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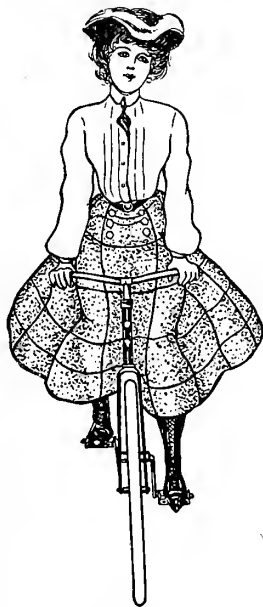
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THERE IS NOTHING SO GOOD AS PICTURES.

These illustrations were designed specially for the use of cycle dealers.



No. 1.



No. 2.



No. 3.

Electrotypes—This size, each, - 35 cents.
Two inches high, - 25 cents.

ORDER BY NUMBERS.

THE BICYCLING WORLD COMPANY,
94-96 Tribune Bldg., New York.

One Effect of Leather Clothing.

President Betts, of the F. A. M., is one of the most vigorous opponents of the leather clothing worn by so many motorcyclists, and which in automobiling is now the sign of the hired man who drives the car. When the subject comes up for discussion, to score his point, he rarely fails to relate a "pet" story at the expense of a fellow rider who cannot be induced to part with a much seamed leather coat.

"We went into the hotel at — (a high class establishment) one Sunday, and, of course, — wore his leather coat," is about the way Betts tells it. "As he felt 'sporty,' he ordered a bottle of wine. When it arrived, it was placed on the table in front of me, and then we overheard a young woman at the next table exclaim: 'Oh! mother. Look at that automobilist. He's not only eating at the same table with his chauffeur, but is buying wine for him.' Because of that leather coat, poor — didn't even get the credit of having money enough to pay for the stuff."

How the Thief Assured his Safety.

Leaving a bicycle in an open hallway over night is a practice hardly to be recommended, even if it is desired to have it stolen. At least, that is the experience of a St. Louis cyclist, Roswell B. Cavaness by name. He recently left his machine for the night in an open hallway. When he sought it the next morning it was missing. Several days later, however, he was rung out of bed at 2 a. m., and rushing to the door found his bicycle leaning against it, but with the tires in a badly lacerated condition. The conscience stricken thief had returned it and taken to his heels after making certain that the machine could not be used to pursue him.

Reunion Run to Coney Island.

As an outgrowth of the Monroe Wheelmen's half-century last season, there will be a reunion run of New York cyclists on Sunday, May 7 next. Coney Island will be the destination. The start will be made from the Central Park Circle at 59th street and 8th avenue at 9 o'clock a. m. The St. George Wheelmen have taken the initiative in the matter, and as two meetings have been held at which a number of other clubs were represented, it is expected that several hundred riders will be in line.

"Novelty Medal" for C. R. C. A. Century.

The Century Road Club Association opens its "strenuous season" on April 30, when its annual spring century run will occur over the familiar Bedford Rest-Amityville-Valley Stream course, on Long Island. It will be run in three divisions, starting, respectively, at 6:30, 7 and 8:30 o'clock a. m. A "bronze and silver novelty medal," which may also be worn as a watch charm, will be the souvenir of the occasion.

The Carbondale (Pa.) Cycle Club celebrated its tenth anniversary Monday night. It took the form of a reunion of the "old timers," a banquet and entertainment enlivening the evening's festivities.

THE INDIAN

Opens the Season
in the Same Old Way,

that is, with

VICTORY!

In the

Harvard Motorcycle
Club's Hill Climbing
Contest

At Boston, Mass., April 19,

The Indian Won

the Event for Standard Single
Cylinder Machines weighing 110
pounds and under,

ALSO

the Event Open to All Comers.

NEW RECORDS

for the Hill were established in
both Events.



ARE YOU RIDING A WINNER?

HENDEE MFG. CO.,

Springfield, Mass.

The Week's Patents.

785,808. Carburetter for Hydrocarbon Engines. Robert M. Keating, Middletown, Conn., assignor to the R. M. Keating Motor Co., Portland, Me., a corporation of Maine. Original application filed December 8, 1900. Serial No. 39,174. Divided and this application filed February 8, 1901. Serial No. 46,510.

Claim.—1. In combination with the cylinder head of a gasoline engine, a fuel supply tank arranged above said cylinder, an air trunk having an open mouth in proximity to the cylinder head, said trunk extending along one side of the supply tank and having an opening into the tank, a transverse tube into the tank having openings both into the supply tank and the air trunk, a pipe leading from this tube to the engine, and a valve in the transverse tube controlling both the air supply from the air trunk and the gas supply from the tank.

785,107. Driving-Belt. Thomas J. Kean, Philadelphia, Pa., assignor of one-half to John C. Scott, Bryn Mawr, Pa. Filed October 8, 1903. Serial No. 176,251.

Claim.—1. A driving-belt comprising a link chain, a longitudinal strip of leather arranged parallel to the chain, and a second strip of leather engaging the first-named strip and the chain to secure them together.

785,154. Hand Air-Pump. Gaston E. Cordeau, New York, N. Y. Filed February 17, 1904. Serial No. 194,044.

Claim.—1. In an air-pressure pump, a folding handle pivotally mounted on the plunger-rod, said handle being appropriately slotted on its lower side, and an adjustable bushing mounted on said plunger-rod to engage said handle, all constructed substantially as described.

785,166. Internal-Combustion Engine. Friedrich A. Haselwander, Mannheim, Germany. Filed May 23, 1901. Serial No. 61,584.

Claim.—1. In an internal-combustion engine the combination with the cylinder and piston of a small chamber so arranged that it will remain approximately at the temperature of the cylinder during working, a passage connecting said chamber to the cylinder beyond the farthest point reached by the piston during compression, a non-return valve in said passage, a receptacle in the combustion-chamber of the cylinder, means for feeding the combustible to said receptacle, a passage leading from said chamber to the receptacle and means whereby the gases at the pressure of an explosion imprisoned in the said chamber may be allowed to pass out through the latter passage in order to inject the com-

bustible into the fully-compressed charge of air in the combustion-chamber.

785,387. Fuel-Injector for Oil-Engines. Nelson L. Tuck and William W. Tuck, Brooklyn, N. Y. Filed July 22, 1903. Renewed February 21, 1905. Serial No. 246,779.

Claim.—1. In an oil-engine, an oil-injector having an inwardly-opening valve, an oil-reservoir connected with said injector, a check-valve between said reservoir and said injector, and means for maintaining oil-pressure on said valve to keep it seated, in combination with means for opening said valve.

785,388. Vaporizer and Igniter for Oil-Engines. Nelson L. Tuck and William W. Tuck, Brooklyn, N. Y. Filed July 22, 1903. Renewed February 21, 1905. Serial No. 246,780.

Claim.—1. An igniter for hydro carbon-engines, consisting of a plurality of disks or plates between which are arranged a series of spaced separators or baffles, and made of a material having a small specific heat coefficient.

785,389. Vaporizer and Igniter for Oil-Engines. Nelson L. Tuck and William W. Tuck, Brooklyn, N. Y. Filed July 22, 1903. Renewed February 21, 1905. Serial No. 246,781.

Claim.—1. A vaporizer and igniter consisting of a retainer and arms or projections extending therethrough and arranged in circular series in planes transverse to the axis of the retainer, the arms or projections in one plane being staggered relatively to the arms or projections in the adjacent planes, combined with means for spraying oil on the exterior of said igniter, said spraying means being independent of the igniter.

785,427. Hydromobile. Carey A. Munker, Pearl, Ill., assignor to Manker-Heavner Navigation Company, St. Louis, Mo., a corporation of Arizona. Filed February 24, 1902. Serial No. 95,335.

Claim.—1. The combination with a revolvable propeller-carrier of means for rotating said carrier, a series of propeller-blades rockingly carried by said carrier, and means having connection with said blades and arranged to control their pitch in variation of each other, and to vary this variation.

785,428. Speed-Regulator for Explosive-Engines. Augustin M. Milson, Paris, France, assignor to Maurice Raoul-Duval, Paris, France. Filed April 8, 1902. Serial No. 101,878.

Claim.—1. In combination in a speed-regulator for explosive-engines: an admission-valve, a spring for maintaining said valve normally on its seat, a rod for said valve, a piston fixed on the head of said rod,

a vacuum-cylinder mounted on the engine and in which said piston works, a perforated tube attached to the head of said cylinder, and a progressive means for closing the perforations of said tube under the command of the governor.

785,515. Speed-Timing Attachment for Bicycles, etc. Alden L. McMurtry, New York, N. Y. Filed June 8, 1904. Serial No. 211,686.

Claim.—1. In a timing attachment for vehicles, the combination of a part adapted to be driven relatively to the speed of the vehicle, a part actuated thereby at the will of the rider, means controlled by the second-named part acting to automatically start a stop-watch and automatically stop it after the vehicle has travelled a determined distance, and means automatically acting to throw the second-named part out of operation when the watch has been stopped.

785,558. Oil-Engine. Arthur Krebs, Paris, France, assignor to Société Anonyme des Anciens Etablissements Panhard et Levasor, Paris, France. Filed September 26, 1903. Serial No. 174,827.

Claim.—1. In a vaporizer for oil-engines, the combination of a main air-supply, fuel-injecting means coactive therewith, an atomizing-chamber, an exhaust-conduit, a second chamber provided with air-inlets and having an inclined inner wall, and a suction-operated valve situated in said second chamber, said valve, when opened, being out of contact with said inclined wall to thereby provide a space between the valve and second chamber.

785,622. Carburetter for Hydrocarbon-Engines. Amélie A. Longuemare, Fernand Longuemare and Georges Longuemare, Paris, France, assignors to said Amélie A. Longuemare. Filed March 4, 1904. Serial No. 196,632.

Claim.—1. An automatically-acting air-inlet device for carburetters comprising a three-way tubular connection comprising a normal air-inlet opening, an auxiliary automatically adjustable air-inlet opening, a valve therein and an intermediate air-inlet conduit leading to the carburetting-chamber, substantially as set forth.

785,661. Bearing. Charles H. Chapman, Groton, Mass. Original application filed February 28, 1900, Serial No. 6,859. Divided and this application filed March 21, 1901. Renewed March 26, 1904. Serial No. 200,193.

Claim.—1. A ball retainer and spacer, constructed with series of holes, combined with and adapted to receive the bearing-rollers and separating-balls, and serving to sustain the separating-balls at or near the dead-center line of the bearing-rollers, substantially as described.

"MOTORCYCLES AND HOW TO MANAGE THEM"

REVISED EDITION

BOUND IN CLOTH

The Only Book of the Sort in Existence

CONTAINS A MINE OF VALUABLE INFORMATION

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THE METZ WINS

FIRST and THIRD

IN THE

Harvard University Motorcycle Contest,

April 19th, taking three prizes out of a possible nine. Only four METZ machines entered.

ALL REGULAR STOCK PATTERNS, defeating others specially built for hill climbing, not fit for road use.

METZ,

Waltham, Mass.

The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LI.

New York, U. S. A., Saturday, April 29, 1905.

No. 5

TO LEAVE CHICAGO

**Morgan & Wright to Locate in Michigan—
Labor Troubles Largely to Blame**

Morgan & Wright are making ready to remove from Chicago.

The first move in that direction was made about three months since, when it was announced that the Rubber Goods Mfg. Co., of which M. & W. constitute a unit, had obtained an option on a factory site in Detroit, Mich., and might erect a tire mill at that point. A few of those "in the know" were aware that the transaction indicated the likelihood of the removal of the Morgan & Wright business from Illinois to Michigan. It was not until late last week, however, that it became known that at the recent annual meeting of the Rubber Goods directors, the removal had been definitely decided on.

President C. H. Dale was in Detroit on Monday last completing the deal for the site and making other necessary arrangements for the transfer. This cannot occur for several months, however, as the plans contemplate the erection of a big, modern factory on the seven-acre plot that has been secured. It is expected that the plant will be completed, and that Morgan & Wright will be in full possession and turning out tires by January 1 next.

Labor disturbances that have afflicted Chicago so sorely for several years and have considerably affected Morgan & Wright, have constituted one of the prime factors in influencing the removal to Detroit. The fact that the plant in Chicago is leased property, and that it is desired to establish Morgan & Wright in a factory of their own, as is the case with all other of the rubber goods companies, also had something to do with the case.

Germany's Year Began Well.

Germany's export trade began the new year with the same impressive figures that have been so long maintained—figures which, of course, show a big increase. During January the Germans shipped abroad 388 tons of cycles and cycle parts, as against 298 tons in January, 1904. For the corresponding periods its imports also increased—from 13 to 16 tons.

Rewards for the Two Walkers.

Charles E. Walker, once the office boy of the old Pope Mfg. Co., and for the past several years the manager of its Eastern department, has reaped the reward of loyalty and industry. At the last meeting of the directors he was elected an officer of the big corporation. Second vice-president is his new title.

To those who know him, the news of Walkers' honors will not come as an entire surprise. His rise, step by step, has been as steady as his zeal in his long service with the Pope interests. It has been such, indeed, that in several of his public speeches Colonel Albert A. Pope has affectionately referred to "Charley" Walker as an inspiring example for young men generally and as proof that opportunities for them are not lacking, and that they do not pass unrecognized when their energies are properly directed.

Concurrent with Mr. Walker's elevation, came the promotion of his brother, Wilbur C. Walker, to the secretaryship of the Pope Mfg. Co. Although not so well known as his brother, Wilbur C. also has steadily worked his way upward, for several years having been his brother's first lieutenant. As secretary, he succeeds Paul Walton, who did not accompany the Pope executive offices to Hartford when they were removed from New York last week.

Parker Becomes a Corporation.

Harris Parker, who recently took over the business of A. H. Pomeroy, Hartford, Conn., has incorporated the Harris Parker Co., with \$25,000 capital. Harris Parker, of New Rochelle, N. Y.; Lucius F. Robinson and Ralph O. Wells, of Hartford, are named as incorporators.

French Tires to be Advanced.

La Chambre Syndicale des Fabricants de Pneumatiques has notified the French cycle trade that an advance in the price of tires must be made. The advance in the price of crude rubber is, of course, given as the reason.

The Retail Record.

Merrimac, Conn.—Alec Frazer; new store.
Tiger Bay, Fla.—D. C. Clement; sold out and removed to Bartow, Fla.

Fall River, Mass.—W. D. Willmot; opened branch store in Flint Village.

COURT ENJOINS COLE

**"Many Use" Trifles with Three-in-One
Trade-Mark and Quick Action Follows.**

By decision of the New Jersey Circuit Court, Cole's Many-Use Oil Co., of New York, will be "put to it" to find a name to obtain ready identification of its product. Among other things, the court's order prohibits the use of the name "Cole's" on the package in which the Many-Use oil has been put up and sold, and the reference on the end of the package to "3 in 1" and "G. W. Cole Co.," and also enjoins the use of the display boxes, circulars and other indicia by which the defendants have attempted to trade on the G. W. Cole Co.'s reputation.

The substance of the judgment is that Cole's Many-Use Oil Co. has infringed the well-known Three-in-One trademark, and restrains them from such further infringement. G. W. Cole and John H. Graham & Co. were co-defendants in the case, and the injunction applies to them with equal force. The G. W. Cole Co. were, of course, the complainants in the action.

The proceedings grew out of the formation of the Cole's Many-Use Oil Co. soon after the withdrawal of G. W. Cole from the G. W. Cole Co. Cole took up with John H. Graham & Co., the members of which firm became officers of the so-called Cole's Many Use Oil Co., and began the production of his many-use oil. In most of his printed matter he sought to make plain his former identification with Three-in-One and to make progress at its expense. The application for an injunction, which has been just granted, promptly followed. The G. W. Cole Co.'s attorneys intimate that if it does not prove sufficient to stamp out the infringement, they will take action against the sellers of the Many-Use product.

"No East; No West."

Following the removal last week of the Pope Mfg. Co.'s executive offices from New York to Hartford, the department plan of the business was abolished. The use of the designations Eastern and Western departments have been, therefore, discontinued.

FACTORIES WORKING NIGHTS

Additional Evidence that Tide Has Turned and that Cycling is Regaining Favor.

Evidence continues to accumulate that the tide has turned. Expressions, supplementary to those which The Bicycling World has published during the past few weeks, from those in position to know; i. e., the men who make bicycles and bicycle goods, serve to confirm the assertion, not that there is anything in the nature of a boom in sight, but that the demand for bicycles, for the first time in several years, is showing a marked increase.

Probably not for four years have cycle factories been compelled to work nights to supply the demand for their goods, nor to increase their original estimates for the season's output. Generally speaking, however, this is a condition that has prevailed this year. As has already been stated, both the Pope Manufacturing Co. and the George N. Pierce Co. were required to put through an extra batch of bicycles to meet the unexpected demand, while the Yale factory in Toledo, the Racycle plant in Middletown, Ohio, and the Reading Standard works in Reading, Pa., all have been working overtime.

It follows that similar conditions prevail at most of the tire factories. However great is the demand for bicycles, the demand for tires always is greater. The volume of replacements remains one of the satisfactory features of the business which accrues with greatest profit to the tire manufacturers.

"We never had so many inquiries and orders as are now pouring in on us," writes the Miami Cycle & Manufacturing Company, makers of the Racycle. "Our entire force is pushed to the limit. It is all we can do to keep up with our orders. We cannot even spare time to change our advertising copy."

"Up to the present time (April 21) the sales of Reading Standard bicycles have greatly exceeded the business of quite a few years past," is the report of the makers of those bicycles. "The most satisfactory nature of the increase is that it is largely made up of the higher grade models, which retail at \$40 and \$50. The demand for ladies' bicycles also has been surprisingly good, which probably accounts in a measure for some of the increased business. We have been running our factory night and day for the past two months, but nevertheless have been unable to keep up with the orders."

"We certainly are more than gratified with the volume of business which we are securing this season, not only on the Indian motorcycle, but on the Indian cycles as well," says the Hendee Mfg. Co. "We are putting most of our effort into the Indian motorcycle, little or no push being put into the cycle end of our business, but much to our surprise the volume of business on Indian cycles is even

larger than last season, and we are putting out a goodly number each and every day. In fact, our entire business much exceeds our expectations."

"Our business has been very satisfactory indeed," is the crisp summing up of the Hartford Rubber Works Company. "Ours is very much larger than ever before, and we see no reason why present conditions should not hold good," adds the Kokomo Rubber Company.

"Our fiscal year begins on September 1," reports the Goodyear Tire & Rubber Co. "Since that date of 1904 our business in bicycle tires, taken month for month, has greatly exceeded that of the previous year. The demand for better and high grade tires has been strong, and the healthy condition in general leads us to predict a good season for the balance of the year."

"Swamped" is the one word best suited to our condition," is the word that comes from the Continental Rubber Works. "We are running eleven hours days and thirteen hours nights, making a full twenty-four hours all around, and yet have been unable to keep up with the demand. We do not believe we are alone in the prosperity we are experiencing, as reports received from the most authentic sources indicate that the business has almost reached what might be termed another 'boom.' We find the conditions otherwise very healthy, and the demand for high grade products far in excess of cheap goods that have heretofore flooded the market."

With motorcycles the same state of affairs exists; there never was such a demand for or so much interest in the power-propelled bicycle. The makers of practically all of the time-tried and better known machines have been unable to keep pace with the demands for their goods. Some of them, indeed, are from two to four weeks behind in deliveries.

Cyclists, 1,330,044; All Others, 332,475.

According to statistics compiled by a Frenchman, as regards the number of people engaged in sports, there are in France 1,310,228 cyclists and 19,816 motorcyclists, as against 85,000 automobilists. In the tables are also enumerated runners, pedestrians, gunners, boxers, rowers, all-round athletes, etc. Adding the number of bicyclists and motogients, the result is 1,330,044. The total number of other athletes is 332,475. Accordingly, there are four times as many cyclists in France as there are in all the other sports combined.

Dealers to Give a Picnic.

Dealers in Indianapolis, Ind., have arranged for a reunion run of all the cyclists in the city for to-morrow, April 30. Fairview Park will be the objective point, and a luncheon will be served, at the dealers' expense, of course.

Schwartz Buys Moseley's Business.

Cambridge, Mass.—Estate of J. L. Moseley & Co., sold out to George F. Schwartz and business moved to No. 747 Massachusetts avenue.

GIVING AWAY 1000 BICYCLES!

Scheme Was Too Smart and in Consequence the "Givers" Felt the Law's Rebuke.

What might have proved a successful bunco game, oft tried in this country, but for the first time in England, to induce Britons to part with some of their hard earned pounds, had not one of their victims sued the firm who practised the scheme for breach of contract and won, has been brought to light on the other side.

Symonds' London Stores, Ltd., one of England's bargain counter jobbing concerns, thought they would try the old game of giving away something for nothing. This "philanthropic" concern accordingly sent out circulars broadcast offering to "give away 1,000 bicycles as an advertisement for their business."

"We give you an opportunity to gain one by writing the inclosed set of six proverbs correctly," added the circular. These were the proverbs:

"H-nes-y is --- the b-st p-ke-y."

"A r-ll-ng st-ne g-th-rs no m-ss."

"L-ok --- re y -- leap."

"Ne-er l-t --- a-gry pas-s-ions r-ise."

"A p-nny s-v-d is -- p-mny ---."

"Nev --- till t -- morr-w wh -- you c-n do t-d-y."

Charles G. Brown, a doctor, bit at the seemingly luscious bait, and received the following reply:

"To entitle you to the prize, it is now only necessary that you return the inclosed subscription to us, with a crossed postal order for 2s. 6d., which entitles you to receive our publication, 'Pleasure,' for six months, and the coupon benefits accompanying. We expect to give away the full quota of 1,000 cycles by Christmas, also a large number of other costly rewards."

The doctor sent the postal order, but, as a matter of course, did not get the bicycle. When he called at the stores he was told he could have a \$60 wheel for \$50 cash. His answer to that was to issue a summons. Then he got the following letter:

"Four proverbs as given by you are absolutely incorrect, and we can easily prove the same by literary authorities. You seem to shut your eyes to the very clearly printed statements on the form that you filled out. It is therein stated that only the proverbs as originally written by their authors would win a bicycle. For example, 'A penny saved is a penny got,' is correct and provable, but you have given the modern popular altered version, which is incorrect. We wrote to say that you were a winner. So you were, but you must not dare pretend, as set forth in your summons, that we have written to you that you have won a bicycle. You must, of course, produce the letter. There were three different kinds of prizes, and in stating that you were a winner in the competition we were quite correct. If you were an ordinary labor-

er, and could not read English understandingly, we would simply defend the action in the ordinary way and win it, as we have on previous occasions. But, inasmuch as you are a registered medical practitioner, and obviously educated, we are bound to assume that you have some purpose, probably of self-advertising, in bringing such a frivolous action. You, therefore, make it necessary for us to employ not only our solicitors, but competent counsel to defend the action, and in winning we shall certainly call upon you to pay all the expenses, particularly as by your allegation that your list of proverbs is complete and correct you force us to subpoena literary persons to prove what are the original proverbs."

After that the doctor determined to give them a real dose of allopathic medicine, so he called their bluff, suing the firm for \$50. The judge also held the opinion that the deal was a swindle, and ordered the firm to pay up the amount, with costs. And with the sentence was included one of the most bitter denunciations that has issued from an English bench.

"Bob" Garden no Backslider.

Despite the fact that R. D. Garden is manager of the largest automobile agencies in Philadelphia, his ardor for cycling has not been one jot abated. When a Bicycling World man ran across him in Philadelphia on Monday last he casually remarked that he had ridden about thirty-one miles the day before. The Bicycling World man was somewhat incredulous, and said:

"What! Do you mean to say you still ride a bicycle when you can sail around in a big automobile?"

"Sure thing," replied Garden. "Every pleasant Sunday morning finds me on my wheel; I couldn't get along without it. Last season I rode a little over 3,100 miles, and don't expect to do any less this year.

"Automobiles are all right, but I can't get the same sport out of them or feel so good. I get the right kind of exercise from riding my bicycle, and I don't believe I would feel right if I failed to have a certain amount of it."

The appearance of Mr. Garden certainly bore out his testimony that cycling keeps a man in good condition—a fact well known but seemingly nearly forgotten these days. Despite the fact that the erstwhile Chicagoan and present Quaker City man is no spring chicken, he looks, in the words of the old song, "Just as young as he used to be," and he has been known to cycling for twenty years or so, too.

Hedstrom Fastest up the Hill.

Four motor bicycles—all Indians—formed Class G in the Springfield (Mass.) Automobile Club's hill climbing contest on Wednesday, 26th inst. Best time was made by Oscar Hedstrom, who scaled the half mile 2 per cent grade in 36.1-5 seconds, but 2.1-5 seconds slower than the fastest automobile, a 50 horsepower steamer. Charles Spencer was second, in 37 seconds, and G. N. Holden third, in 42 seconds.

KRAMER WINS AND LOSES

Beats Jacquelin but Catches a British Tart—Other Americans also Score in Paris.

Cable dispatches from Paris bring the news that Frank Kramer, of East Orange, N. J., the American champion, met and defeated Jacquelin, the French and twice world's champion, in two match events at the Velodrome d'Hiver track, Paris, on April 19. The first race was at 1,000 metres (1,093 yards), and Kramer easily finished first by a length and a half. The second event, at 2,000 metres (2,186 yards), was close, and the Frenchman made Kramer sprint hard in the last lap. The American triumphed, however, although Jacquelin was only half a length behind.

Last Sunday, however, Kramer met his first defeat since he landed on the other side, Jenkins, the Englishman, having the honor. Kramer's defeat by Jenkins, however, does not portend disaster for the East Orange rider. All the Americans who have crossed the ocean to seek money and glory on the other side have met with the same experience at first. Arthur Zimmerman, for instance, was a notable example. He went down in the first two or three races, and his American followers, who had freely made the prediction that he would sweep everything before him, began to get just a little discouraged. But after he had settled down and worked out those long legs of his "Jimmy," as he is still affectionately called by the Parisians, sailed right in with that characteristic energy of his and trimmed every rider that went against him.

It was also the experience of Iver Lawson. In July last year Lawson was walloped by Jenkins. The English sprinter kept pretty well in the limelight last year, scoring twenty-two firsts in the first two weeks of the season. In France he trounced most of the native sprinters.

Frank Kramer's career on the foreign tracks will probably be similar to those of his American predecessors. When it comes to speed, "Frank is right there with the goods," as the training quarter habitues aptly express it, and it is confidently expected that he will trim all the foreign cracks in true United States fashion before he comes home.

Kramer's condition at the present time can best be told by the following letter, dated Paris, April 10, to Frank Mithlon, of Newark, N. J. He says:

"I am feeling fine, and I never rode so fast for so short a time in training. In my first match, with Poulain, which I won in straight heats, I rode the last eighth in 12 seconds and the final 100 yards in 5.4-5 seconds. In a handicap at 500 metres, the same day, I broke the world's record by three-quarters of a second. I rode the distance in 34.2-5 seconds, the best previous time being 35.1-5 seconds, made by Rutt. This 500 metres is about 100 yards over a quarter of a mile,

and I rode the entire distance unpaced, with Poulain on my wheel, and won by half a length.

"In this handicap I rode the last lap in twenty seconds, the track being ten yards over a fifth of a mile. This is the fastest lap ever ridden on the track. While I am not in the best shape at present, I think that when I do reach top-notch form I will ride faster than I ever did. As long as I have been riding I never before rode an eighth of a mile in better than twelve seconds with only three weeks' training. If I retain my present good health I think that I certainly will be successful over here; of course, barring accidents."

The Jersey speed champion, by the way, is likely to have a "heftier" bank account when he returns on July 8. Nearly \$5,000 was named in the contract for the seventeen races he signed to ride. The extra pickings that he ought to "cop" from the races he wins will amount to a handsome sum. All his expenses and those of his trainer are being paid by his European managers, but he is still riding his Pierce bicycle.

Hugh MacLean, of Chelsea, Mass., and Menus Bedell, of Lynbrook, Long Island, had more success than did Kramer last Sunday. MacLean finished first in a motor paced event, with Bedell second. The Americans rode rings around Lorgegu and De Guichard, the French riders.

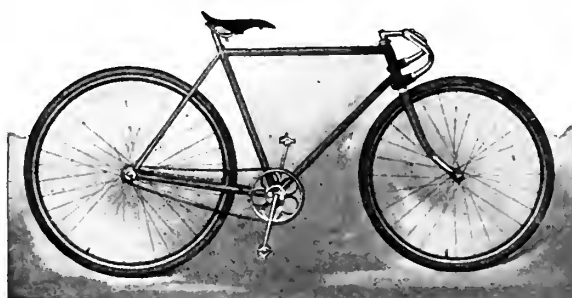
Motorcyclist Turns on Policeman.

It has taken the New York policemen a long time to get into their heads that motorcycles are not subject to the automobile law. Although it is practically a year ago since the F. A. M. had them exempted from the workings of that act, periodically ever since riders have been "held up" by ambitious bluecoats for failure to display license numbers, etc. This practice was so common last summer that the F. A. M. lodged formal complaints with the Police Commissioner, who in each instance issued a general order on the subject.

Despite the fact, on Sunday last P. H. Lahm, treasurer of the New York Motorcycle Club, and his brother were arrested at Stapleton, Staten Island, for failure to display numbers. They were taken to the station, and after the sergeant on duty telephoned headquarters they were quickly released. A complaint to the Commissioner has led to the preferment of charges against the offending policeman, who must now stand trial.

Guignard Gets the Hour Record.

Darragon, the famous French pace follower, no longer holds the world's hour motor paced record. Wednesday, April 12, on the Parc des Princes track, at Paris, Guignard, paced by Bertin, rode 80 kilometres 900 metres (55 miles 883 yards) in the allotted time. Darragon's former record was 87 kilometres 859 yards. Continuing after the hour record Guignard beat the 100 kilometre (67 miles) record, formerly held by Bruni, in 1:08:23.3-5. Guignard rode it in 1:06:23.3-5.



National, Model 80 Special

The weather for the last four months has not been good for racing, but on the other side of the world they are doing good work on the Nationals. The last of January at one meet in New Zealand, two National riders scored four firsts, three seconds, three thirds and six fourths, and at the Timaru Sports, another National rider won all races on the program. They have found out that Nationals are winners, and send 15,000 miles to get them.

In thirty days the sport will begin in the U. S. The Model 80 special National is the winner. Show a sample and it will sell.

NATIONAL CYCLE MFG. CO., Bay City, Mich., U. S. A.

RACYCLE DEALERS

Are always glad to see a purchaser return to their stores,
for they know there is a Sundry sale in sight.

SOME BICYCLE DEALERS

Hike to the cellar or out the back door the minute they set eyes on
a returning purchaser, to keep from making a repair on guarantee.

ARE YOU ON?

THE MIAMI CYCLE & MFG. CO.,

MIDDLETOWN, OHIO.



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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, APRIL 29, 1905.

Why grows your cheek so pale?
Your circulation poor?
Why from dyspepsia ail?
Why try each quackery cure?
Can Nature not be true?
Does she not offer you
The panacea for ill?
Think, then, how you would thrill
If poised upon a wheel.

The Gum Boy and the Moral.

Standing at the curb of a crowded sidewalk is a lad hardly out of his 'teens, and bright and alert. On one arm is poised a box filled with nauseous chewing candy, while in his disengaged hand is a little scoop, such as candy dispensers use. As the busy crowd surges by he never ceases his chant:

"They're delightful, they're fine, they're healthy. Three for a cent, three for a cent. Here you are," and with a dexterous movement he pitches a morsel high in the air and catches it in his mouth as it descends; then, gathering himself together, he bawls at the top of his voice, "Oh! try 'em."

And the dear people step up and invest in Chiclets for no other reason than that they are cheap, available, said to be delicious, and that a little boy says, "Try 'em."

The pleasure, utility and benefit of the bicycle has been chanted and sung now these

many years. "A wise man doesn't need advice, and a fool won't take it." But still the chant goes on for the benefit of those who never knew and for those who have forgotten. And for them it rings out again. "It's delightful! It's fine! It's healthy—Try it!"

Ennui and the Road to Health.

"What is ennui?" asked the girl with the auburn hair and the arched eyebrows.

"It's what makes you peevish," replied the man who had a reputation to sustain. "You see," he said, "when your head aches in the morning, and you can't take anything but coffee, and you don't want to get up and you don't want to lie abed, it's either biliousness or ennui, or both."

It represents nothing more tangible than a frame of mind, this little French word, with its indefinable shades of meaning, yet what a lot of people suffer from it! It is brought on by excesses, abnormal conditions and negative abuses of the human system; it is a weariness of the soul fostered by weariness of the body. It is an autonym of vivacity, the result of getting tired in spots. When that fidgety sensation begins to take hold, and nothing suits, and yet there is nothing particularly signally wrong; one usually attributes it to the night before, and lets it go at that. When one's appetite begins to be unpunctual, and wakefulness invades the sleep time, or when some particular department declares a strike, and the whole plant has to be laid up till there is an amicable settlement, one is quite apt to agree with the doctor when he says it is the result of doing too much in one particular line, is, in other words, the to-be-expected result of an abuse. But although the trouble may be, and in all likelihood is, the result of overwork somewhere in the system, it is heightened and reinforced by underwork somewhere else. The apparatus is out of balance, and that is why it topples over.

Among the religious fakirs of the East are practised some of the horriddest modes of self-torture conceivable, acts which beggar description, customs beyond belief. One of their common practices is to uplift an arm and thus to hold it until the joints harden, and the tissues dry and wither away and the limb becomes dead, a dead arm on a living man. And the death is from disuse. It is said that the galley slaves of the olden time became abnormally developed from the continued exertion of rowing, but that the development was so unequal as to give them

a heterogeneous aspect, almost as if each was composed of the parts of two men, one strong and the other weak, for the big muscles were all on one side. And this was the result of unequal use. The habitual drunkard may be persuaded to reform, coaxed, threatened, helped and finally sent to the Keely. At last he is pronounced cured, he comes out sober, clear-eyed, strong—reformed. But next day, when he goes down town, what does he do on his way to work? Why, he steps into Jack's place for his usual gin and bitters. And this, too, is the result of unequal use, for the sensory faculties are so overdeveloped that prudence no longer reigns. Every portion of the human organism is designed for some special purpose. The function of some is productive outwardly; that of others reproductive inwardly; but each must have its modicum of use or it will get creaky, like an old tire which has been hanging on a nail all winter. Nature abhors stagnation just as much as she abhors a vacuum, and neglect is no less a crime than abuse.

To destroy the balance of a scale, it is necessary to do one of two things, to add to the weight on one pan, or subtract from that on the other; it matters not which, so far as balance alone is concerned. So with the balance of faculties, both mental and physical, in the human system, the excessive use of one set, or the disuse of their complement, means a loss of poise, and the effect is the same from either cause. The result is, first, a warning in the shape of local weariness, then more pronounced symptoms, then the complete upset. To adjust the balance of a scale, it is necessary to add or to subtract from the weight on one side or the other, just in converse to the process of overbalancing. In the human scale the remedy is precisely the same. If one walks too far, for example, and the muscles become knotted and cramped, the cure for the pain is either to walk less or to so build up the rest of the system that the same effort will not be an excess—to train, in other words. One method implies simply cutting down the amount of productive effort; the other implies no change in the result, but an increased ability to stand it without fatigue. One implies a decrease in the capacity for work, and the other an increase.

Apollo, the type of perfect manhood, was neither a coal heaver nor an editor, though, likely enough, he could have made good in either capacity. For each of these implies an unequal development in certain parts.

Following out this line of thought, one readily comes to the conclusion that no matter what his occupation, everyone has a natural tendency to overbalance from continued use of certain functions, and underbalance in others from habitual disuse. The coal heaver and the editor should change places once in a while, just to average their weights and strike a better balance. But as continued use of the less active functions, speaking from the physical standpoint, is more wearing than a corresponding amount of muscular effort, the change is more essential to the latter than to the former. For the untamed savages, barring the ravages of contagion, with which they are too ignorant to cope, get along much better as a class than do the cultivated denizens of the civilized world, for all their doctors and druggists and health fads, just and only because they are constrained to live out of doors and keep moving.

Now comes the old, old axiom that exercise is essential to health, that out-of-door exercise is about a hundred and fifty per cent. more valuable than an equal amount of physical exertion taken within doors, and the corollary about the value of the bicycle. It is true, and it needs no proof. For axioms are always to be taken in toto and without demonstration. But were it necessary, the proof would follow these lines:

First, perfect health implies and requires symmetrical development and abundant use of every organ. If this does not follow from one's ordinary life, the duty of self-preservation demands an extraordinary effort to secure it.

Second, every action, be it mental or physical, involves a certain amount of wear on all the parts involved. This demands renewal, which is automatically performed by the circulatory system. The vital fluid derives its substance from the digestive organs, its potency from the lungs; its dependence is on food and air; the one creates, the other vivifies it. The outer air contains more nutriment to the cubic inch than that to be found indoors; it is more concentrated blood food, and hence its renewal is quicker, surer.

Third, the renewal which mental exertion demands is only to be obtained by change of thought—diversion. It is as essential as exercise and fresh air.

Fourth, the ideal recreation is then one which involves the desiderata of exercise, fresh air and change of thought all at once, and that in such concentrated form that it may be taken in large doses without the

using up of otherwise valuable time. And for this, what equals the bicycle?

As a developer, as a tonic and regulator, as a rejuvenator, the bicycle is par excellence, a cure-all. It involves legitimate use of all the external muscles, the inhalation of fresh air in big gulps, and change of scene, diversion and restful occupation of the mind. It is good for ennui, good for the liver, and—it is bully good fun.

The Men Who Ride for Fun

We're the healthy, happy heathen, the Men
Who Ride for Fun,
The faithful friends of bicycling, that sport
surpassed by none.
We've ridden through long seasons past; we'll
ride long seasons more;
And while we've gained both health and
strength, we have had fun galore.

We're close to Mother Nature, and she greets
us every year
With blossoming flowers, budding trees and
sunny atmosphere.
We hear her voice low calling, just as soon
as spring's begun.
She tells her choicest secrets to the Men who
Ride for Fun.

We start the season's wheeling when the
frost first leaves the ground.
We know the roads in every town for fifty
miles around.
Our minds are clear, our hearts are light, di-
gestion number one.
We've three big appetites a day, the Men
Who Ride for Fun.

There are men who ride for exercise and
men who ride for health.
There are men who ride to business, in the
same pursuit of wealth.
And once men rode for fashion, but they
quickly petered out,
And are giving their attention now to nerv-
ousness and gout.

There are men who ride for mileage and men
who ride for speed.
And in a few short seasons they get all the
wheel they need,
While we keep on year after year; our wheel-
ing's never done.
We hearty, hungry vagabonds, the Men Who
Ride for Fun.

We bear each other's burdens and enjoy each
other's jokes;
Respect each other's feelings and the rights
of other folks.
Bring out your wheels and join us. You'll
be welcome, every one,
To the Brothers of the Bicycle, the Men Who
Ride for Fun.

—Quincy Kilby.

The "Nearest Approach to Flying."

"The ideal delight of fast traveling—the nearest approach to flying that we are, for long, likely to know—is to be experienced only on the motor bicycle. I keep a car as well as a bicycle; I have toured under the fairest conditions and amid the loveliest scenery, yet I have no hesitation in saying that, but for the purpose of carrying a companion, I would not now even consider a car.

"On good roads the flight of the motor-cycle is most comfortable and exhilarating to a degree which the mere car driver is powerless to understand. A doctor, discussing the matter with me, observed that he kept his car for wet weather and work, but always resorted to the motor bicycle when he required 'real pleasure.' And, after all, those who know what it is to skim along the level at 'forty' or over and leave big cars standing on the hills, the delicious sweep of the one tracker making the car but a dull vehicle, will not need much argument."—E. Douglas Fawcett.

How Delaware Exempts Motorcycles.

In Delaware, where Victor R. Pyle, of Wilmington, acting for the F. A. M., has been working for months to have motorcycles exempted from the automobile law, the result has been achieved in somewhat ingenious fashion. In the new law it is expressly stated that "nothing in this act contained shall apply to or affect bicycles, tricycles or such other vehicles as are propelled exclusively or in part by muscular pedal power." As motorcycles are propelled "in part"—as in starting—by "muscular pedal power," they are clearly outside the province of the act, which imposes a \$2 registration fee and requires the display of numbered tags and the use of three lamps.

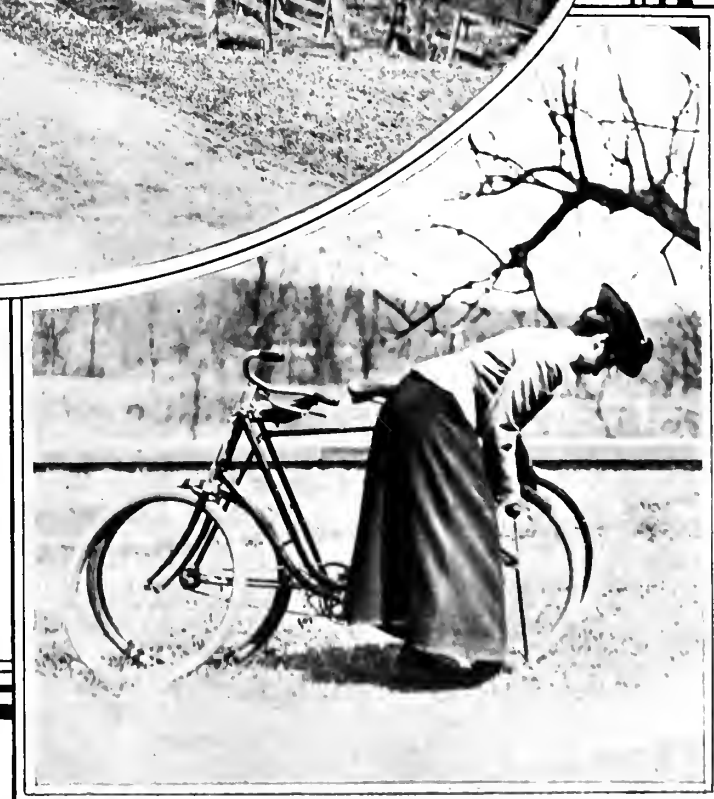
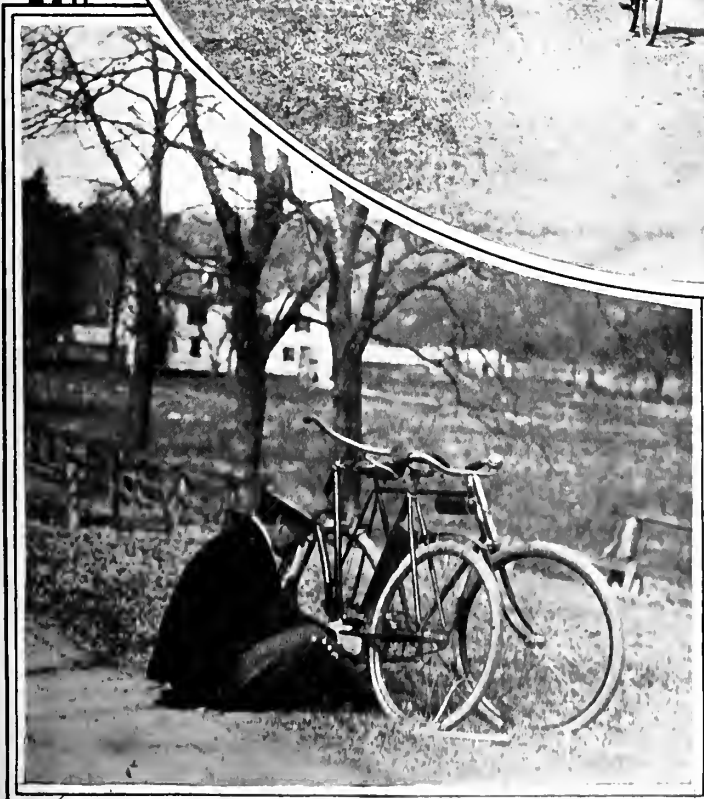
Pittsburg Club Plans Lively Season.

Allegheny, Pa., having been absorbed by its larger sister city, Pittsburg, the Allegheny Motorcycle Club has substituted Pittsburg for Allegheny in its title. It has also changed its quarters, and now maintains rooms of its own at No. 1,318 Adams Street the growth of its membership making the move necessary. The club has a hill climbing contest on taps, and expects to celebrate its anniversary on July 23 by holding a big race meet on the Bronnt Island mile track. A tour to Buffalo and return is also projected.

From One of the "Old Guard."

"Inclosed please find money order for the Bicycling World for 1905. Away back in 1881 or '82 I first subscribed for the Bicycling World, and I've been getting it ever since. It is a great paper, and if I live to see 1991 or '92 I expect to be taking it then."—J. S. Entler, Bonaparte, Iowa.

"Did you call me a mug?" said one racing man to another. "No certainly not. I should say you were a regular challenge cup," was the rather biting reply.—(Irish Cyclist.



~ Bicycles that are Worth Buying ~

There comes a time in all industries when the particular article concerned is no longer susceptible of marked improvement. If after a long term of years this were not the case it would be a reflection on the skill and ingenuity of the manufacturers.

Bicycles have attained that proud position. Improvement—marked improvement—is no longer possible, nor is alteration for the mere sake of alteration desirable, nor would it serve any purpose. The general principles of bicycles and the practices of cycle construction have been tried and been proven true by long and exhaustive service. For several years minor refinements only have been possible, and these, as in previous years, are not lacking in the bicycles of 1905.

But, as ever, there are good bicycles, and there are the other kind. Just as there was never a time when gold dollars could be

purchased for 50 cents, so there never has been a time when good bicycles could be bought for the price of poor ones. Very many of those who refused to recognize this irrefutable fact are among those who have "tired of cycling" or who have obtained but the minimum of its enjoyment. They have permitted themselves to be deluded by the adroitly phrased assertions, the fanciful figures and the conscienceless glibness of mail order houses, bargain counter stores and fake storage establishments—those natural outlets for antiquated and "cheap and nasty" productions of all sorts, which care nothing for the good name of any industry. There are men who have said good words of even such bicycles, but usually it will be found that they have had no experience with the bicycles of real quality. Theirs is the bliss born of ignorance.

The manufacturer who is proud of his product is proud to have it bear his name. And the truly high grade bicycle bears not only the name plate of its maker, but it will be found that the tires, the saddles, the pedals, the chain and other similar equipment may be similarly identified by the names or brands of their respective manufacturers. The cheap and doubtful bicycle usually is conspicuous by the absence of such marks of distinction.

It is an inspiring sign that the increased demand for bicycles that bids fair to make the year 1905 noticeable is carrying with it a greatly increased recognition not only of the importance of quality, but of comfort—of the coaster brake, the cushion frame, the spring fork, the two speed gear, the suspension saddle, the adjustable handle bar, each of which contributes no small quota to the comfort of the rider and his fuller enjoyment.

The Bicycles That Pope Builds.

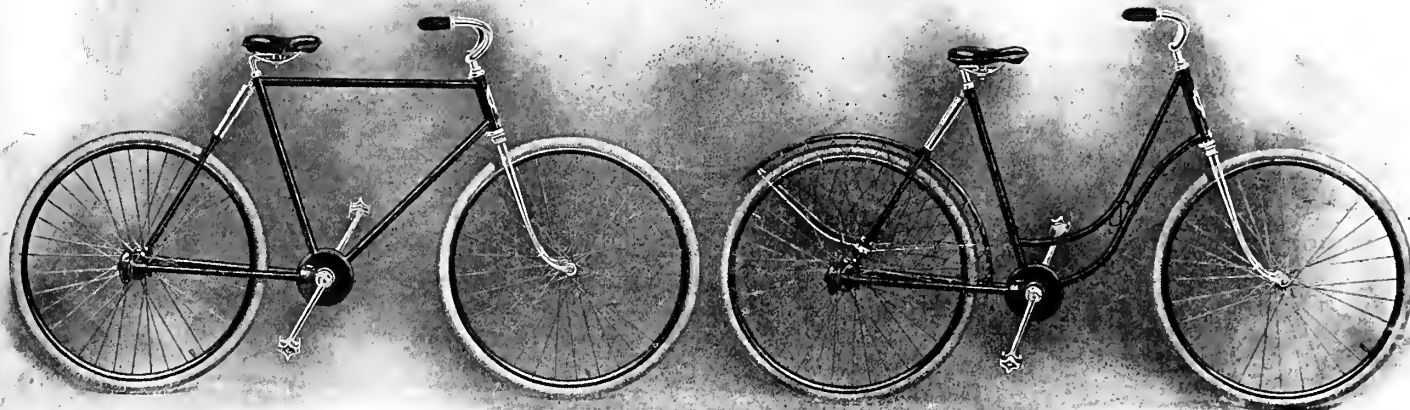
Nowadays when a man in the street is told that there is a bicycle listing at \$100 his eyes usually open wide and an exclamation follows. It is in the nature of startling news to him, although it is not news to the well informed cyclist. The latter does not require to be told that the model in question is the Pope Mfg. Co.'s chainless Columbia. As its makers express it, their intention was to "concentrate or culminate in this model all the devices which human ingenuity and skill could suggest and which represent the present limit of the cycle builders' art." They quite naturally believe they have accomplished this purpose. This \$100 model employs, of course, bevel gear transmission, the Columbia hub-contained two speed gear, the Pope coaster brake, the Pope cushion fork, the Hygienic cushion frame and the special Columbia saddle. The pedals are of exclusive design and manufacture, being made with drop forged, tapered centres and having their bearing parts hardened and ground, in contrast to pedals having their centres turned from bar steel. The aim to attain quality is carried into the tool bag and its contents. The bag has separate pockets for each tool, and each tool is in its class the most expensive it is possible to purchase or produce. This chainless is made in both men's and women's models. It is but one of twelve models that comprise the Columbia line. Next in order of price and merit is the chain geared Columbia Superb, at \$60, which deserves its title. This is the bicycle with the so-called chrysoberyl finish that made such a sensation when first introduced—a semi-translucent yet tough and true enamel

of golden brown, with a brilliant lustre yielding various tones, according to the viewpoint. The Columbia two piece crank hanger, which it is asserted was the first construction permitting the use of detachable cranks without the cotter pin fastening, is featured in this model. This construction consists of a sleeve on either end of which are the bearing cones. On the inner side of this sleeve is a right and left hand thread. A key is inserted in the bottom of the bracket holding the sleeve stationary, which permits the cranks to be locked or unlocked, as necessary. Another Columbia construction is the ball head spoke and spindle hubs. Other particular points to which attention is directed are the short, symmetrical head, with flush cases and cups, a $\frac{3}{4}$ -inch handle bar, new detachable vulcanite grips and roller chain. The Columbia light roadster at \$50 and the Columbia roadster at \$40 are the other models of that famous line.

Exclusive of the Tribune chainless models, which follow the Columbia, the Pope Mfg. Co.'s Tribune line comprises the Blue Streak Special, two light roadsters at \$50, and two roadsters at \$40. The Special is, of course, the "piece de resistance" of the line and, almost unnecessary to add, it employs the cyclodial sprocket which has ever been probably the most conspicuous Tribune characteristic. Conspicuous among the new features are the short steering head, the narrow front fork sides of D-shaped tubing, the flattened part of the D being on the side nearest to the tire. This permits an exceedingly narrow tire clearance between the inner sides of the fork. The spindle hubs are of new design, very light, strong and particularly

graceful. Both hub bearings are fitted with a neat cone locking device which permits the removal and replacement of the wheel in the frame without disturbing the adjustment of the bearings. The right crank bracket, hub and crank axle are made of a single drop forging of the highest grade crank steel. The left crank is fastened by the standard Tribune attachment which has proved its merit through years of efficient service.

Of the several Pope chainless bicycles, the Cleveland has always been the most distinctive in that it contains centre drive bevel gear transmission, instead of the side drive; the centre drive does not lack its earnest advocates. The new Cleveland hubs, with double lock for the bearings, which permit the hubs to be removed from and replaced in the frame or forks without disturbing the bearings, is a feature of no mean merit. Like all the other chainless models, the Cleveland is supplied with the Pope two-speed gear, cushion frame, etc. The Cleveland Swell Special is considered by its makers 'to be' an advance over the model of 1904 when it was first introduced. The right crank and axle are complete in one single drop forging, and the left-hand crank is attached with the standard Cleveland fastening. This machine is supplied with a new and finely made $\frac{1}{2}$ inch pitch roller chain which will be the regular equipment. This chain runs on the Cleveland flanged sprockets and transmits the power evenly and with great smoothness; standard 1 inch pitch chain or the $\frac{1}{2}$ inch pitch chain in other widths are also supplied. The lower rear forks of the frame are oval, tapered rearward to the drop-forged fork ends. The upper rear stays are oval shaped



PIERCE CUSHION FRAME CHAINLESS.

and beautifully symmetrical. The Cleveland spindle hubs were especially designed for this new model, and are light and graceful and of great strength. The Cleveland finish of blue on nickel is another striking contribution to color effects. The Cleveland standard light roadster sells for \$50. Among their notable features are the short heads, with the Cleveland flush ball cup construction, the Cleveland spindle hubs and crank hanger, and the $\frac{1}{4}$ inch nickel steel Cleveland chain with hardened pins and blocks. Of the medium priced roadster at \$40, an important feature is the 3-16 inch hardened pin and block chain—a feature which the Pope people claim it is impossible to obtain on any other bicycle at a similar price. In this chain there should be no more wear or stretch than there is in a good bearing, with a result that the true pitch of the chain is maintained and the power is transmitted without loss.

At its Chicago factory the Pope Mfg. Co., of course, continues the manufacture of the well known Rambler, Crescent, Monarch and Imperial bicycles. While they share in common with the Columbia, Cleveland and Tribune—which are made at the Pope Eastern factories—such devices as the bevel gear, the two speed gear, the cushion frame and the coaster brake, the Western wheels have individuality all their own.

The Rambler, next to the Columbia the oldest bicycle made in America, simply bristles with individuality; probably no other bicycle in the entire Pope line is so unlike any of the others. In the chain geared models, the outside "fishmouth" and "spearhead" reinforcements—and the entire Rambler frame and forks are superb examples of both outside and inside reinforcements—are recognized the country over as Rambler "earmarks"; the same is true of the "L" crank, the "claw" crank and the dished cycloidal sprocket, which permits that alignment of bearings that has made Rambler bearings famous since the early days. With these time-tried devices are coupled all the modern de-

velopments that make for convenience and attractive appearance.

Each of the other models is well distinguished from its mates—the crank hangers and bearings and sprockets; the chains and pedals, the grips and the chain adjusters, to mention but some of the parts of the Crescent, Monarch and Imperial, are excellent specimens of the varied ingenuity that is sheltered by the same Chicago factory. These parts in each bicycle are wholly unlike the same parts in the others. There is no monotonous sameness there.

Save that there is no \$25 Rambler, the price range of the four machines is, however, the same—from \$85, for the chainless, with two speed, coaster brake, cushion frame and spring forks, to \$25 for roadsters. The Boulevardier, at \$50, marketed in each brand and embodying the particular features of each, is a light, trim, rakish model that is specially appealing.

Pierce Finds Improvement Impossible.

Greater sticklers for quality and for attention to details than the George N. Pierce Co., Buffalo, N. Y., do not and never have existed. They have ever manufactured bicycles of the very highest grade, and always they have manufactured them so well that the man or woman possessed of a Pierce has had cause for pride. For the first time, the Pierce Co., in referring to their 1905 product, have been obliged to acknowledge failure of a peculiar sort. They sought to make their 1905 bicycles better than those of the year before. They failed utterly. They asked all of their larger agents for suggestions and advice that might assist the improving hand. But from one and all came the same response, "We see no way in which improvement is possible." Perforce, the Pierces of 1905 are identical with those of 1904, and in the language of their producers, "It would seem that the education of mankind will have to be increased before it is possible to improve a Pierce bicycle." The most they

were able to do was to give the purchaser more for his money. On the higher priced models, the spring fork, which last year was a \$5 "extra," is now supplied without charge.

As is quite generally known, the Pierce Co. were among the very first, if not the very first, to recognize that quality was not all sufficient—that for the best effects, bicycles must be not only good, but comfortable. They build accordingly. In quick succession they adopted the bevel gear, the cushion frame, the coaster brake, the spring fork; indeed, they did more than adopt them; they developed and exploited them. They make each of those devices, not even excepting the coaster brake, in their own factory. In the chainless they employ the centre drive transmission.

The Pierce line consists of ten models—one each for men and women—the chainless, with cushion frame and spring fork, at \$80, and these chain geared models—special, with spring fork and cushion frame, at \$57.50; the regular, similarly equipped, at \$52.50; the rigid roadster at \$40; the racer, as ridden by Champion Frank Krauer, at \$50, and the special track pacer, with 26-inch front wheel, at \$50. Double plate fork crowns, flangeless hubs, the crank hanger with left crank and axle in one piece, and their patented sent post and handlebar binders constitute Pierce features.

The How and Why of Racycles.

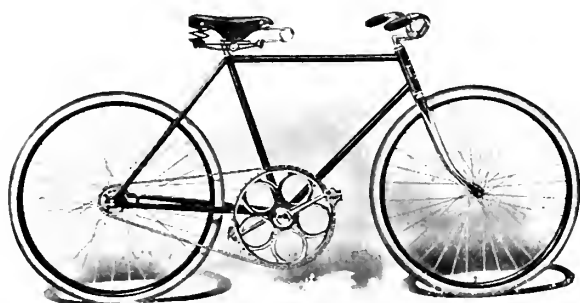
When Racycles are mentioned nowadays, it is rare that an explanation of admiration does not follow—admiration not only of the machine, but of the aggressive progressiveness of its makers, the Miami Cycle & Mfg. Co., Middletown, Ohio. No concern has exploited or turned to better advantage the exclusive features of its product, and none has been so thoroughly charged with cycling faith and enthusiasm or more substantially shown its faith by its works. To the fact that the Miami Co. did not enter the trade until 1896, or after the "boom" had spent its force, is



NATIONAL CUSHION FRAME, \$50.



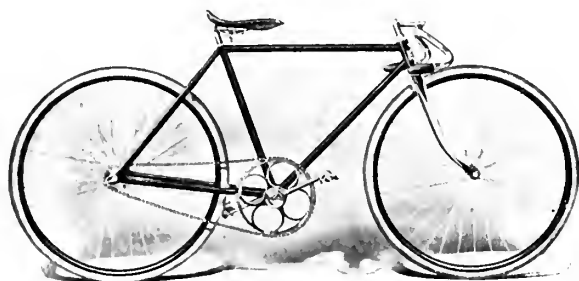
NATIONAL RACER, \$50.



RACYCLE PACEMAKER, \$55.



TRIBUNE BLUE STREAK, \$60.



RACYCLE RACER, \$55.



COLUMBIA TWO SPEED CHAINLESS, \$100.



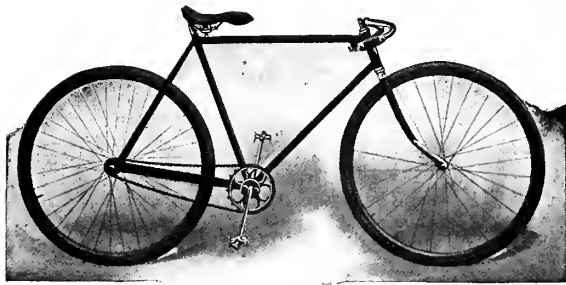
RACYCLE ROADSTER, \$50.



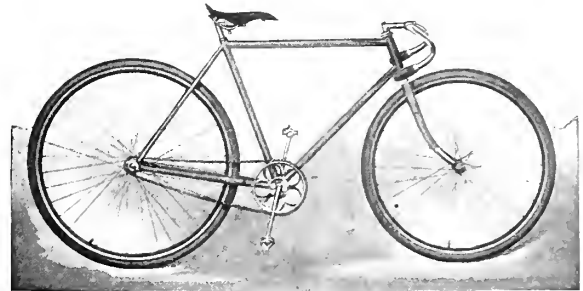
SNELL RACER, \$50.



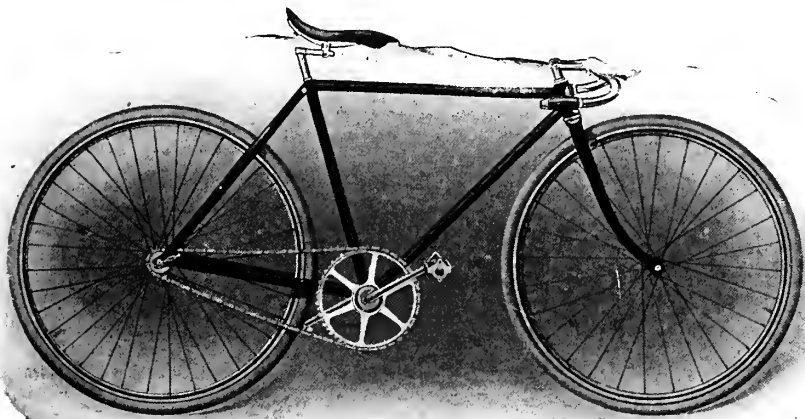
CRESCENT ROADSTER, \$25.



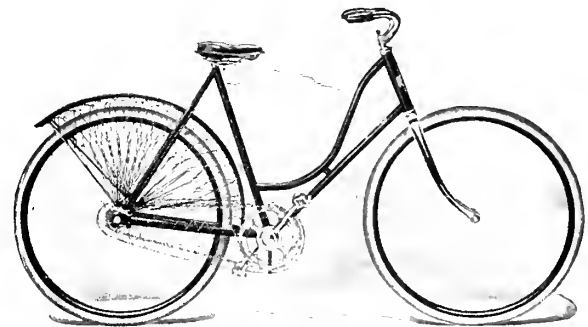
NATIONAL ROADSTER, \$40.



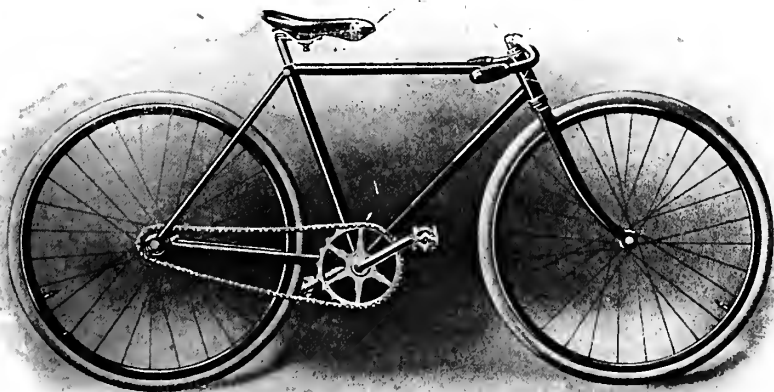
NATIONAL SPECIAL.



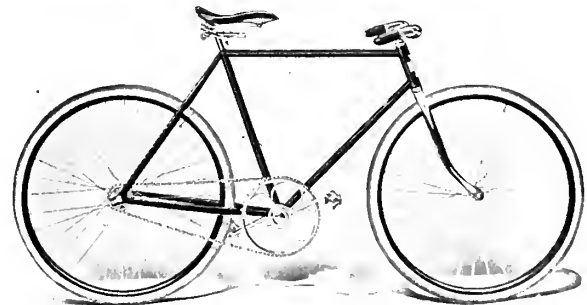
COLUMBIA SUPER, \$30.



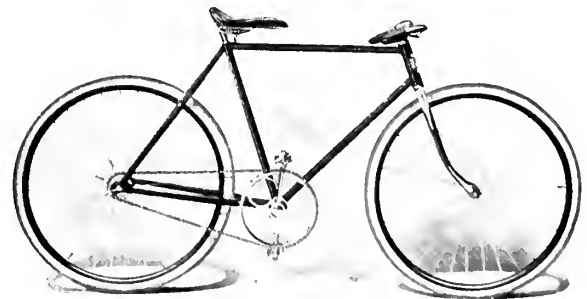
LADIES' RACYCLE, \$40.



POPE FAY JUVENILE, \$25.



RACYCLE ROADSTER, \$40.



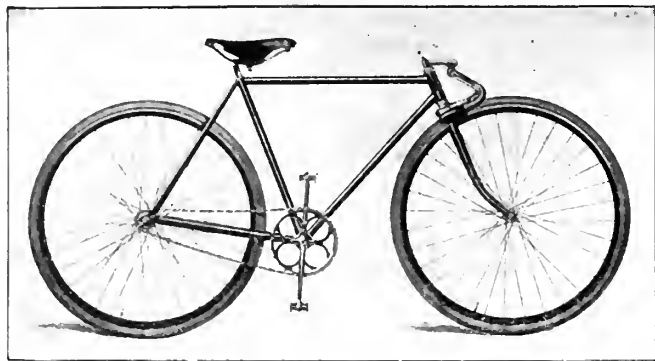
RACYCLE ROADSTER, \$37.50.



RAMBLER ROADSTER, \$40.



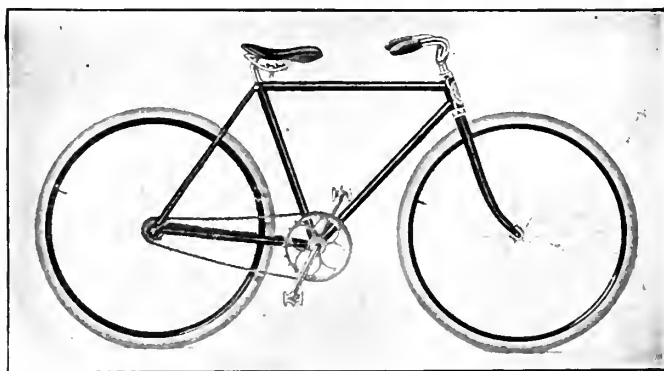
SNELL, \$35.



YALE RACER, \$50.



YALE ROADSTER, \$30.



YALE JUVENILE.



LADIES' YALE, \$35.

frequently ascribed its peculiar position. It has had no cause for sighs or vain regrets over "better days that will return no more"; its future has always been before it, and each succeeding year has seen its sales and fame increased; it culminated late last year, when the Raecycle was awarded the grand prize for bicycles at the St. Louis Exposition.

As pretty much all the world is well aware, the crank hanger construction, the large front sprocket and the self-oiling bearings are the Raecycle characteristics that are most conspicuous. The crank hanger is the one in which the ball bearings are carried in the hubs or shoulders of the cranks themselves. This gives the bearings the widest possible spread, and brings them outside the chain line, and the power of the rider is therefore applied between the bearings, and leverage is eliminated—a point which, the Raecycle people have asserted most emphatically and to good purpose, reduces friction to the very minimum, and in connection with their big sprockets causes Raicycles to run from 25 to 30 per cent. easier than other bicycles—indeed, they naively maintain that the Raecycle is in a class apart from bicycles. Large sprockets are employed, not only to reduce the strain on the chain, but because the Raecycle friction reducing form of hanger permits of the use of large gears. The "magazines" of hanger, hubs and pedals of all Raicycles are charged with oil before leaving the factory, and if nuts are kept tight, it is claimed no further oil will be required for a year, or even two years.

Raecycle quality is never questioned. With the features referred to, it has served to ac-

count for an increase of business during years when depression generally prevailed.

The Raecycle line is made up of the Pace-maker, at \$65; the Racer, at \$55; the Roadsters, at \$50, \$40 and \$37.50, and the Ladies' Raecycle, at \$40. Cushion frames are supplied when desired.

The Twins From Toledo.

About the Yale bicycle, made by the Consolidated Mfg. Co., Toledo, Ohio, there always has been an indefinable attractiveness not easy to resist. It may be its undeniable rakishness, or possibly what may be termed its "well-bred air." Whatever it may be, the attractiveness is there, and with it go quality, graceful lines and good looks. The Yale has always enjoyed a good repute and a large sale, and as it was found possible to improve the 1905 models only in minute details, it may be said to be "standing pat" on its excellent record of the past.

The Yales are produced in models listing at \$50, \$35 and \$30. Drop forgings are freely used. On the one at \$50—the racer—the head lugs, the seat-post cluster, rear fork tips and top of fork crown are all forgings; the Yale two piece crank hanger is also employed. The tubing in the main frame of this model, 15-16 inches, coupled with its short head and transparent blue finish, imparts to it an appearance of style and lightness not easily surpassed. The \$35 model incorporates the several forged parts and the two piece hanger, but the main frame is of 1-inch tubing, and its equipment, of course, differs materially. The \$30 model lacks the forged parts, but is otherwise attractive and of good value.

The Snell bicycles, also made by the Consolidated Mfg. Co., Toledo, Ohio, are practically duplicates of the Yale, but their finish is different and they are not so widely known.

Wide Range in Readings.

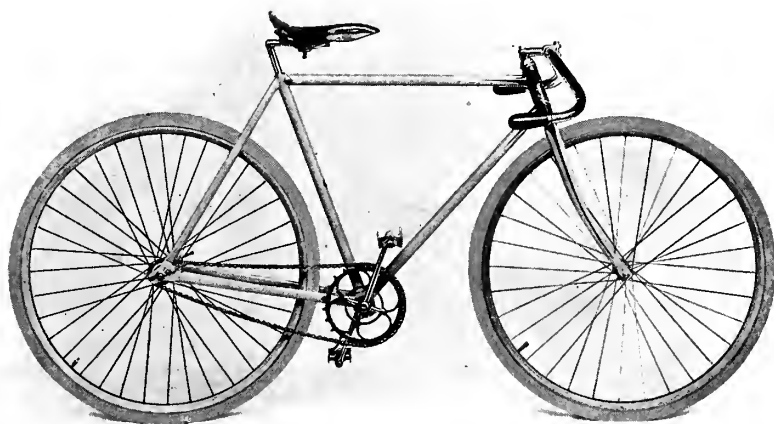
Seven models constitute the Reading Standard line, made by the time-tried Reading Standard Cycle Mfg. Co., Reading, Pa. Of the seven, two are ladies' bicycles. Prices range from \$60 to \$25, as follows: Pace-follower (with 26-inch front wheel), \$60; racer, \$50; road racer, \$40; ladies' light roadster, \$40; Royal Reading roadster, \$30; Royal Reading ladies' roadster, \$30; Reading roadster, \$25.

The Pace-follower is the same bicycle on which Harry Caldwell, the 190-pound "Manchester Giant," covered 50 miles 80 yards in competition inside the hour. It has the short wheel base and straight front forks so highly prized by the paced brigade. The racer and the road racer are both "trim built craft," the very appearance of which suggests speed and lightness, the main frame being made up of 1 inch tubing. The one weighs 21 pounds, the other 23 pounds. Both incorporate new fork crowns and the D. & J. two-piece crank hanger. The Royal Reading roadster is an entirely new model, brought out to meet the call for a \$30 bicycle. It also uses the 1 inch tubing in the main frame that contributes the effect of lightness, and the short head that imparts the rakish appearance. The Improved Reading one piece hanger is used in this model and also in the Reading roadster. Axle and cranks are a

one piece tempered drop forging. By merely releasing the ball cones, the entire mechanism may be readily removed from the bottom bracket without disturbing the ball cups. This is effected without increasing the tread or offsetting the cranks.

On the racer and road racer the Reading Standard Seat Post Pinch Binder employed is unique in itself, neat in design and positive in action. It dispenses entirely with the method of slotting the frame and fitting a clamping bolt through the rear stays. This

usual latitude in the matter of finish. Some of its color effects are as follows: Amber brown, striped, fancy Milori green head; special nickel bayonet design on fork; light navy blue, striped, with fancy black head; special nickel bayonet design on fork; fine plain black and fine black with navy blue head; black, with fancy light navy blue head; navy blue, with fancy black head; rose with fancy olive head and fine plain black fancy spear point design on fork sides to match frame—a variety sufficient to please all tastes.



READING STANDARD, \$50.



READING STANDARD, \$40.

"Pinch-Binder" is fitted in the top rail of the frame, in front of the seat-mast tube. A reinforcement of exceptional strength is fitted at the union and through this the binder is fitted. A slotted steel collar is fitted in the seat-mast tube and projects over it in a highly nickeled rounded top. The bolt, square-headed and of depth sufficient to permit proper use of wrench in engaging the conical nut on opposite side of frame, draws the interior block against the slotted collar which firmly engages the seat post.

The Reading Standard Co. gives options on practically any coaster brake manufactured, including the Standard two-speed device, and also on a cushion fork. The company also

The Good and Featureful Nationals.

The National Cycle Mfg. Co., of Bay City Mich., as they express it, are "still building good bicycles only, and will continue to do so for the reason that they are most satisfactory and cheapest in the end."

Ten different models are being marketed—models 72 and 73 are the roadsters, at \$40. Models 74 and 75 are the cushion frame chain wheels, at \$50. Models 76 and 77 are the rigid frame chainless wheels, at \$70. Models 78 and 79 are the cushion frame chainless wheels, at \$80. Model 80, at \$50, is the road racer. Model 80-Special, at \$60, is the racing machine and pace follower, with 26-inch front wheel.

Since the publication of the catalogue the National people have brought out an entirely new model (No. 81), which is described as "a model of distinction." A new style fork crown is used; the wheel base has been shortened by bringing the rear wheel in close to the seat mast tube and reducing the rake in the front forks to two inches. One-half-inch pitch chain and sprockets are used exclusively. This model is finished in the National colors, red, white and blue, the rims being full enamelled in white, blue and gold.

The entire line of 1905 Nationals is in keeping with the product of former years from this old factory. The equipments are of the best, a wide range of options is offered, and, as the catalogue says, "any model is a handsome, serviceable bicycle."

The patented features which are original with the National people, and which are incorporated into the make-up of all the different models, are (1) the crank hanger bearing, which is complete in itself—is independent of the frame—permits a lateral adjustment to insure perfect alignment of the sprockets and is dust proof; (2) the chain adjuster, in which the adjustment of the chain is controlled by two scrolls working in unison over teeth on the special rear fork ends. The axle is at all times locked in position, and accurate adjustment is insured by the fact that the operator works the adjusters of both sides at the same time; (3) the National sprocket fastening is novel, simple and positive. It will not work loose, although it is easily separable. The illustration shows it in detail; (4) the seat post binder avoids the complicated form of counteracting threads. A tempered spring wedge, which is split, is actuated by a nut screwing into the top of the seat pillar. By loosening the nut the wedge is released and the post left free. It is simple, positive and easily manipulated.

The National spring fork is radically different from all others and retains the general appearance of the rigid fork. Two counter-acting springs are contained in the stem. It is well designed, slightly and comparatively light, as it weighs but a few ounces more than the rigid fork. An extra charge of \$5 is made for the equipment of the spring fork, and a similar charge for coaster brakes.

What Gendron is Offering.

Their eighteenth year in the business finds the Gendron Wheel Co., Toledo, Ohio, devoting themselves to but two models—one for men, the other for women, and each listing at \$40. Both are made of one-inch tubing, and have the prevailing flush head cups as well as flush frame joints, and employ the Gendron two piece crank hanger. In addition the Gendron people manufacture also not only juvenile bicycles, but ball bearing velocipedes and tricycles for the small tots and a varied assortment of those pedal propelled miniature "automobiles," "locomotives," and other such toy vehicles.

Hudsons—Eight of Them.

The Hudson bicycles, made by the Hudson Mfg. Co., Hudson, Mich., are marketed in eight models—a twenty-pound racer at \$50, a twenty-two-pound semi-racer at \$40, and three roadsters at, respectively, \$35, \$30 and \$25, one of each for men and women. One-inch tubing is used in the main frame of each model, the reinforcements of which are

causes of pride on the part of the makers. The well known D. & J. crank hanger, which the Hudson Mfg. Co. purchased last fall, is employed in the \$35, \$40 and \$50 models, and is strongly featured.

Where Juveniles Are Produced.

Juvenile bicycles, the demand for which indicates that there is no lack of cycling interest on the part of the rising genera-

tion, have undergone great improvement during recent years, and, generally speaking, are now faithful miniatures of the adults' models. They are no longer "after-thoughts," in which "anything is good enough." The chief producers of such machines are the Pope Mfg. Co., Hartford and Chicago; the Consolidated Mfg. Co., Toledo, Ohio, and the Geidron Wheel Co., of the same place.

~The Charm of the Coaster Brake~

"I would rather have a poor wheel with a coaster brake than a good one with a fixed gear," is the language which one cyclist employed to express his opinion of the coaster brake.

His faith and enthusiasm may have induced him to overstate the case, but the value of the coaster brake which the opinion implies is not overdrawn. It is inexplicable that any man, woman or child who rides a bicycle, whether it be a good one or a poor one, should prefer a fixed gear to a coaster brake. In very many instances in which this order of things has existed it has been found that ignorance of or lack of personal experience with the coaster brake has been

responsible. Certainly no rider who has ever used it would care to be without it.

Each year has seen the number of bicycles with fixed gears grow less and those with coaster brakes increase, and every advocate or well wisher of cycling must hope for the day when the coaster brake will become universally used, as ultimately will be the case. This hope must exist in such persons because the coaster brake carries with it a splendid increase in the zest and pleasure and safety of cycling that not to know is not to know a rare exhilaration and delight.

If men or women could but coast down an icy slope in July or August they would travel hundreds of miles to obtain the sensation.

And yet coasting on a bicycle is akin to it, and, thanks to the coaster brake, it is to be enjoyed more readily in July than January.

Next to the pneumatic tire, the coaster brake is the most grateful device ever applied to a bicycle. The person who would wish to ride a bicycle without such tires would be sidered a curiosity. The same state of affairs will soon exist as respects the coaster brake.

Whether your bicycle is the best or the worst, have it equipped with a coaster brake. It will make you think better and talk better of cycling, because of the added pleasure it will give to you.

The Standard Two-Speed.

While no startling variation of the coaster brake is possible—the principles of the latter having reached a well defined limit as the result of modifications dictated by several years' experience—there is nothing that presents such a departure as the two speed automatic feature embodied in the Standard hub. If it may be said that anything is sensational, the appearance of this device is the most sensational occurrence in years.

It has well been said that no device ever invented, applicable to a bicycle, has increased the pleasure and decreased the work of riding to the same extent as the coaster brake, and it might be safe to add that it is extremely doubtful if anything invented in the future will surpass it in this respect. With the advent of the coaster brake it was thought that perfection had been attained; the same distance with half the exertion, a brake that made riding in the heaviest traffic easy and rendered the descent of the worst hills a safe pleasure, but with it all there was something still wanting, an indescribable something that in the first outburst of enthusiasm over the merits of the new invention was not so much in evidence, but sooner or later began to make itself felt in gradually increasing degree—the coaster brake was an aid in everything but climbing the hill,

and that, every rider will agree, is the hardest part of cycling. Its only compensation is the smooth glide down the other side with the feet on the pedals ever ready for a quick stop provided by the lightninglike action of the coaster brake.

And this missing feature necessary to complete the joy of the cyclist and ready to be applied to any bicycle, old or new, has been provided by the Standard Spoke & Nipple Co., of Torrington, Conn., in the Standard two speed and automatic coaster brake hub—more within a compass but slightly larger than that of the stock hub than it was dreamed possible that such a modicum of space could be made to contain.

The Standard hub differs but slightly in appearance from the general run of its predecessors in the coaster brake field; in fact, at first sight it is hardly to be distinguished from them except by its slightly increased diameter and the position of the brake lever, which is centred instead of extending out at one side.

It consists of the usual hub shell, sprocket and brake arm, and is provided with gearing to give the different speeds, this being of the planetary, or sun and planet type. Owing to the peculiar construction of the hub but two sets of ball bearings are necessary, placed at the extreme ends of the axle with the en-

tire mechanism between them. Upon these bearings the hub revolves at all times, regardless of the position of the mechanism, whether this be in high or low speed or coasting.

The central gear of the system is carried by the axle, while the pinions are carried by the hub shell, being rotatively mounted on pins supported in the hub on both sides of the pinions, thus providing a rigid support. The internal, or driving, gear is a part of the sprocket. By this means the high speed is obtained direct and the low speed by gearing down, thus gaining power where most needed, instead of making the reduction a burden with consequent loss of power by running it on the high speed.

Coasting may be had at any point in the operation without the necessity of changing speed, while back pedalling immediately applies the brake, as in the ordinary type, regardless of the position of the gears, the latter being unaffected by either. As the brake must of necessity be entirely independent of the speed changes, it is necessary to provide a shifting device, operated otherwise than by back pedalling. The movable clutch member shifting the gears is accordingly actuated by a rod, which serves to move it along the axle against the pressure of a coiled spring and controlled by a small lever adapted to be

clamped at any convenient position on the frame.

No less than sixteen changes are afforded, ranging from 49 low and 70 high, to 83 low and 119 high.

It is not too much to predict for the Standard that its advent upon the market just at this time will prove the only inducement lacking to bring about a new interest on the part of thousands, both men and women, who gave up the pastime of cycling owing to the bugbear of hill climbing.

The "Good Old" Morrow.

The revolutionizing effect brought about by the creation of the Morrow coaster brake has not deterred its makers from always considering it never so perfect as not to be susceptible of further improvement, so the makers of this good old original—the Eclipse Machine Co., Elmira, N. Y., the first comers in the field, who refused to be ridiculed out of it—are constantly directing their efforts to this end, and the result in the present instance is a still further improved Morrow on the market which should afford even greater pleasure to thousands of cyclists than its predecessors have to an innumerable multitude of pedal pushers in the last half a decade or more.

It has well been said that nothing can stand still; it must either go ahead or retrograde, but with the ingenious conception of the coaster brake—a free wheeling device and the most dependable brake ever constructed in a compass but slightly larger than that hitherto devoted to the axle alone—it was reasonable to suppose that a limit in mechanical ingenuity had been reached, and, so far as the basic principle of the Morrow is concerned, this is true; it remains the same to-day as ever, and though the original coaster brake be improved out of all semblance to its former self in the years to come, it will doubtless always remain identically the same, because it is founded on a few of the simplest mechanical movements that were an old story when the Pyramids first began to rise above the desert. It was their application in concrete form and in the exceedingly small compass of a bicycle hub that brought the joy and exhilaration and restfulness of coasting, and coasting in safety, within the reach of all.

So far as the Morrow exterior is concerned, practically the only change is in a slight shortening of the brake arm, which is now adapted to fit more snugly to the rear stays than formerly. At first sight this may not appear to be of overwhelming importance nor of any great value to the operation of the mechanism, but, on the whole, it represents a decided improvement in the appearance, with the added recommendation of a slight reduction in weight, both of them points worthy of consideration.

Where increased efficiency is concerned, this has been brought about to a greater extent in the new model by the substitution of a circular retainer to hold the two parts of the driving clutch together in place of the

pins formerly employed. The latter were used to hold the clutch to the brake sleeve, and sooner or later developed a tendency to

centage of cases, it was still a point to be bettered, and the adoption of the circular retainer not only does this, but entirely obviates the use of pins.

Failure to quickly and firmly mesh and to hold when in operation would be a fatal defect in any coaster brake, and while the Morrow was never guilty of this shortcoming even in its swaddling clothes age, its capacity to grip and to withstand sudden shock without detriment has been enhanced by the enlargement of the interlocking gear teeth on the end of the brake sleeve and the teeth on the arm side of the cone. This is but a step in the direction toward which all improvement must tend, the reduction of the parts to a minimum and the enlargement of the latter so as to be as substantial and smooth working as possible.

Next to failing to work, working too well at the wrong time is a thing to be avoided, and a capacity to do this unexpectedly would be a defect sufficiently grave to more than counterbalance any advantage otherwise to be derived from the use of a coaster brake. Fortunately for cycling this never developed to any extent, and the further internal improvement in the Morrow now obviates the possibility in this season's model. This alteration consists in the use of a slotting device that serves to lock the axle bushing fast to the axle.

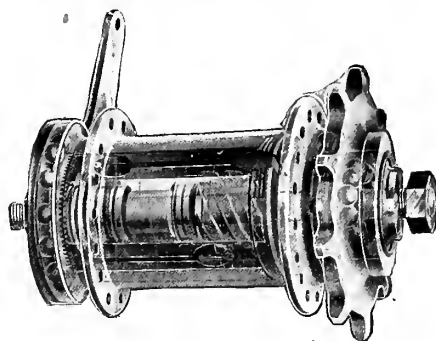
A feature of the Morrow for which the makers claim a degree of superiority not attained by any other coaster brake on the market is the carrying out of the various operations of free wheeling and braking with the use of but a single clutch, and that on the forward drive, thus reducing by half liability to sticking and other troubles. The driver clutch rings are expanded outwardly by the action of the screw and wedge in forward pedalling, which locks all the interior parts of the mechanism to the hub shell. In pedalling ahead all these contained parts, including the brake sleeve, revolve about the axle on the ball bearings, thus bringing the amount of friction down to a minimum.

Until this important improvement was inaugurated by the makers of the Morrow it was customary to build coaster brakes so that the interior parts remained stationary while on the forward drive, thus generating more or less friction.

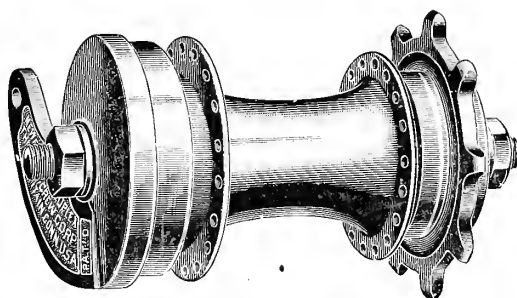
Claims of the Corbin.

The product of a factory equipped with every modern facility for turning out small parts of the highest degree of accuracy and finish in large quantities, the Corbin Duplex coaster brake is, in addition, the result of a number of years' ripe experience in the making of such articles, and is accordingly manufactured under the most favorable conditions for the economic production of such a piece of mechanism.

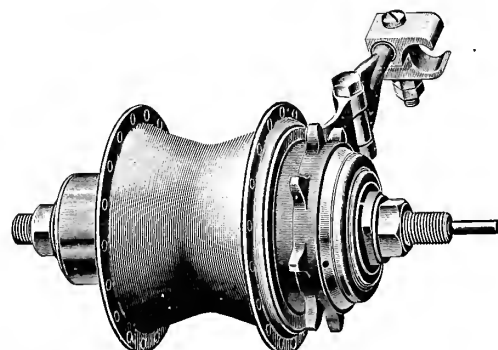
The amount of study lavished upon its design and how well the latter was thought out before the Corbin was offered to the public are evidenced by the few changes that have been found necessary in it during the time it has



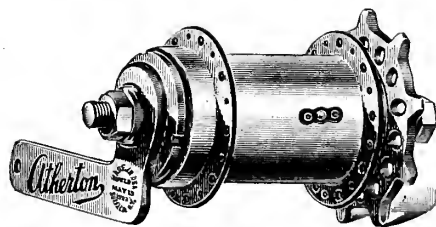
MORROW.



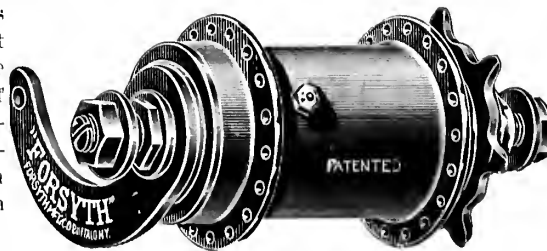
CORBIN DUPLEX.



STANDARD TWO SPEED.



ATHERTON.



FORSYTH.

break with more or less unpleasant results. Experience showed that while this was a result that did not happen in but a small per-

been on the market. The present year's model exhibits a slight change over that of its predecessor, but it is rather in appearance than alteration in the design or the mechanism itself. It consists, in brief, of making the containing case, or hub shell, spindle shaped instead of straight barrelled, as hitherto.

Its operation has been reduced to the fewest movements so that the parts are of substantial size and move freely. The clutch, hub shell, driver and sprocket rotate together when going forward, the last two being firmly held in frictional contact by the driving motion, and the greater the pressure the more efficient is this action.

When the pedals are held to coast the sprocket is compelled to remain stationary, and the driver and clutch are also held against rotation while the hub continues to revolve with the wheel. The relative action of the parts causes the clutch to move to the left, out of contact with the hub shell and into engagement with the teeth on the brake clutch, which are shown in the accompanying sectional illustration engaged with those of the clutch.

The wheel will now coast freely while the pedals are held. To bring the brake into immediate action it is only necessary to slightly depress the rear pedal. The clutch is already engaged with the teeth of the brake clutch, pressing against the levers in the brake cap, which open the brake shoes in a parallel movement into frictional contact with the interior surface of the brake drum, this retarding the speed or stopping the wheel, according to the amount of pressure applied.

The moment the pressure is removed the springs bring the brake shoes back into position automatically, so that there is no necessity of "kicking off" the brake when desiring to resume pedalling, a feature constituting a serious drawback to the popularity of some models. Another advantage of the Corbin is that it is proof against binding when called upon either for the brake from forward pedalling or to release the latter, and the wheel runs backward or forward equally well. The two sets of bearings are fitted with ball retainers, so that the hub is easy to assemble and adjust, and when in place does not alter the appearance of the wheel in any respect.

In order to give a more uniform appearance to the bicycle as a whole the Corbin Screw Corporation, New Britain, Conn., are now placing on the market a line of front hubs to match, and, fitted with both, it will be difficult to distinguish a bicycle so equipped from the wheel not having this advantage, except for the brake arm.

About the Atherton.

In the production of the Atherton coaster hub, handled by D. P. Harris, No. 48 Warren street, New York, it has been the aim of the manufacturers to eliminate the numerous and intricate parts, with their more or less delicate adjustments, that characterized first at-

tempts at coaster brake design. By reducing the mechanism to its simplest terms and cutting out every superfluous piece of metal added strength and stability are attained, in connection with greater reliability, and these are features said to be combined in a high degree in the Atherton.

The brake being conical in shape, is claimed by the makers not only to be the most powerful permissible within the limits of the shell, but also very quick and noiseless in action, with an entire lack of the harsh, gritty sensation resulting from the use of flat service friction. While extremely powerful, the action of the Atherton is smooth and suited to the wants of the novice as well as the practised hand, in that there is no danger of making an unexpectedly and in consequence an uncomfortably short stop.

One of its greatest recommendations is that when not in use it is to all intents and purposes a plain driving hub, as there is no contact between the stationary and moving parts, thus avoiding all extra friction, which entails added effort in propelling at all times and detracts from the easy running qualities of even the best of machines when coasting.

The following are some of the claims put forward for it by the makers: It has a positive action to drive a brake with free release; "is as sensitive as a hairspring and as strong as Sandow"; is so tightly inclosed that no dirt or dust can work its way into the mechanism, and is equipped with a new lever clip that fits any rear fork, and turns up to lock the nut on the bolt that secures it. In addition to this, the hub is of a standard pattern, with but slightly enlarged barrel, and does not necessitate spreading the frame to fit it, while the arrangement is such as to admit of any of the standard sizes of sprocket wheel.

Adjustability of the Forsyth.

After several years' experience, composed of the accumulated lore of thousands of riders and agents, it has been found an absolute essential of the successful coaster brake that its mechanism be encumbered with no unnecessary parts, and that every moving piece not only be of substantial proportions, but easy working. Several years on the market have proved the Forsyth coaster brake, made by the Forsyth Mfg. Co., of Buffalo, to be possessed of these requirements, to which is added the further recommendation of the lack of necessity of delicate adjustment.

The containing shell is of the regulation barrel type of hub, and is so constructed that all adjustments necessary may readily be effected without removing the wheel from the frame. This is one of its chief features, in that there is no more trouble in adjusting than in taking up an ordinary bearing, there being no necessity of dismounting any part of the mechanism.

The Forsyth is constructed on the familiar worm principle, and when the machine is being driven the sprocket rotates forward and carries with it the driver, the thread on the latter causing a nut to move to the right

and into locking arrangement with the taper of the hub case, which, being secured to the hub shell, causes the wheel to revolve forward without friction other than that of its bearings.

Holding the pedals reverses the foregoing operation, in that it causes the nut, already in locking arrangement with the taper of the hub case, to move to the left, and before it reaches the limit of its travel in this direction it becomes locked with the taper of the braking hub, and the hub shell is in consequence then entirely free to revolve without any friction, and very easy and smooth coasting is the result. Further pressure on the pedals with intent to bring the brake into action causes the same nut to travel further to the left, carrying with it the braking plug, with which it is at all times interlocked, out of relation with the shoulder on the axle and into contact with the braking shoe and compression spring. Upon the release of this pressure the spring immediately carries the braking plug out of engagement with the braking shoe, returns it to the shoulder on the axle, and instantly restores the mechanism to the coasting position.

Cured "Nerves" and Consumption.

"If more people could see what I have seen their advocacy of the bicycle would be as earnest and enthusiastic as is mine. Under my own eyes I have seen it snatch at least two men from the very jaws of death. One of them was a "hopeless consumptive." As a last resort I induced him to try a bicycle. I instructed him in its use and for many days accompanied him on his rides. They were gentle, judicious rides at first, and it was not long before their good effect was observable. To make a long story short, that man is to-day a well man and, if anything, his faith in the bicycle is greater even than my own. In the other instance, the man was a college professor who, a nervous wreck, had sought the mountains as a means of prolonging his days. He, too, was induced to use a bicycle, and what it did for the "hopeless consumptive" it did for him. I am neither a physician nor a health crank, but having seen the bicycle succeed where all drugs had failed, I am bound to preach its gospel whenever opportunity presents."—J. F. Roy, Alexandria, Tenn.

Shaw on Wheelwoman's Dress.

George Bernard Shaw, well known in this country as a playwright, has turned his attention to discussing dress reforms for women cyclists. In his opinion, the ideal form is a Norfolk jacket and trousers, but he is not over-particular as to the kind, so long as they do not conceal the fact that there is a human biped inside. To the ladies he addresses himself as follows: "Any animal with legs, if fettered with a petticoat, let alone several, would eventually go mad, according to my opinion. A woman is a biped, built like a man; let her dress like a man. . . . You (meaning the women) will sacrifice anything sooner than let us see you as you are, instead of letting us imagine you as you are."

The Bicycle that Routs the Three H's.

It is not too much to say that the cyclist of 10, 15 or 20 or more years ago, who is the motorcycle of to-day, has at least partially accomplished the feat of turning backward the flight of Time; this is to say, that he has partially renewed his youth.

It is one of the best influences of the motor bicycle that it has "reclaimed" many of these former cyclists, and each day is "reclaiming" more of them. It has renewed and is renewing their interest and their enthusiasm. It is causing them to live over again what they were prone to affectionately term "the good old days" of cycling—the days when cycling was a bond and a brotherhood—when men swore by the bicycles they rode and by the clubs of which they were members, and when they discussed earnestly and with heat such an "improvement" as the change in the shape of a nut or the location of a screw.

And most of these old cyclists will tell you that never was there such a bicycle as the motor bicycle. None ever held such delight or afforded such exquisite exhilaration—none ever permitted him to view hills or to encounter heat or headwinds with laughter or unconcern—none ever permitted him to go so far in such short flights of time—none ever permitted him to seek out those beauty spots which nature escones amid high hills or permits to be viewed only from the tops; previously he was prone to seek the level and to ride around or away from them. None ever permitted him to fairly skim the earth like the swallow or to sit up so straight or to ride "hands off" with such ease and safety. None ever permitted him to so bid defiance to small ruts and surface sands; none ever permitted him to rest while he rode or to obtain exercise only when and in such proportions as his fancy willed.

Is it any wonder that he is enthusiastic and that his enthusiasm is proving so contagious?

Comparison of the motor bicycle and the motor car is all in favor of the former. It is the difference between sitting astride a mettlesome horse and being seated in a cramped attitude and without exhilaration or opportunity for change or exercise in a handsome cab. And the motor bicycle will go anywhere that a motor car will go—and at as fast a pace—and very many places that the car dare not follow, and it is under infinitely better control. All of the better motor bicycles of to-day are controlled literally by "a twist of the wrist." They were never so reliable, never so comfortable. The improving hand has not been idle. But with motorcycles more than with many other things, the man who seeks to buy gold dollars for fifty cents is likely to soon be undeceived.

Innovations in the Indian.

Of the Indian motor bicycle it is to be said that its position is beyond dispute; it is firmly entrenched in the forefront, and the last year but served to make its position the more secure. On road and track, and in everyday use, it has upheld its reputation, and to its other laurels was added a "crowning glory"—the only gold medal awarded to motorcycles at the St. Louis World's Fair. It is its general excellence and reliable behavior, coupled with the aggressiveness with which the Indian has always been exploited, that has done much to remove from the public mouth the bad taste created by the early motorcycles.

In general principles and appearance the $1\frac{1}{4}$ horsepower Indian is practically unchanged. This does not mean, however, that its makers have stood still; the wits of the inventor, Oscar Hedstrom, who retains his connection with the Hendee Mfg. Co., Springfield, Mass., were keenly at work, and several notable improvements are to result.

Last year he gave to the world the single grip control, that device which permitted the machine to be controlled by a twist of the wrist; for 1905 this idea has been carried to its logical development. Previously the control was centred in the right grip and governed the spark only; for 1905 is provided the "double grip control," as it has been styled, and which makes use of the left grip also. It is connected with the throttle of the carburetter, and permits not only the speed

but the power of the Indian to be instantly increased without the removal of the hand for any purpose, but it also removes from the frame the last remaining lever—the one which previously controlled the throttle—and makes of the Indian literally a leverless machine.

With the spark and speed controlled by a twist of the right wrist, and the reserve power and speed of the throttle controlled by the left one, it will be readily seen that the motorcycle is equipped to encounter any condition of road or hill.

A cushion fork of exclusive design is also one of the Indian's 1905 creations. This fork is ingeniously formed of two pieces; one spring is contained in a small cartridge at the front of the forks, and compresses under the load, while under concussion a smaller spring at the back of the fork relieves the jar. In effect, this suspends the forward part of the machine between these two springs, the action being on the two bolts at the hinged joint. By merely turning a nut on the forward spring any desired tension may be attained, or, if need be, the fork can be made entirely rigid.

An improvement in the carburetter, which increases its flexibility and adds to the power of the machine, is another refinement, as also is the new Splittdorf so-called torpedo spark coil, which employs insulation, which is to all intents and purposes proof against short circuits. All these, with the compensating sprocket, which last year was a \$5 "extra,"

and the imported Brooks motorcycle saddle, as well as several minor improvements, are given to purchasers without extra cost, the price of \$210 remaining unchanged.

What Metz Has Wrought

If any man should know how to produce a motor bicycle, that man is C. H. Metz, of Waltham, Mass. He was the first man in America to concern himself with motor tricycles and quadracycles, and in due course produced the first American motor bicycle. He is now in business in Waltham, under his own name, is possessed of that ripe experience which is the best of teachers, and is devoting himself exclusively to the production of the Metz motor bicycles. It is in keeping with his ingenuity and experience, and, it may be added, is full of striking individuality. The Thor $1\frac{1}{4}$ horsepower motor and carburetter are employed, but in all other respects the machine is Metz's own.

The motor is suspended in a double trussed frame of particularly pleasing design, and is driven by a chain drive direct from the rear wheel and without intermediate gearing of any sort. Between the trusses of the frame is the nickel-plated cylindrical tank, which carries $1\frac{1}{2}$ gallons of gasoline, and, in a separate compartment, lubricating oil. The gasoline compartment is fitted with a needle—one of Metz's newest ideas—valve shut-off, which permits the carburetter to be readily attached or detached without leakage or waste of the fluid. Lubrication is by force feed

oiler. The Metz also employs a compensating sprocket and a double grip control of his own design, which places it in the leverless class. It weighs 107 pounds and lists at \$210.

In addition, Metz also produces a special 85 pound machine of design similar to his roadster. It is, however, fitted with wood rims and single tube tires. He likewise manufactures a two cylinder machine.

Concerning the Columbia.

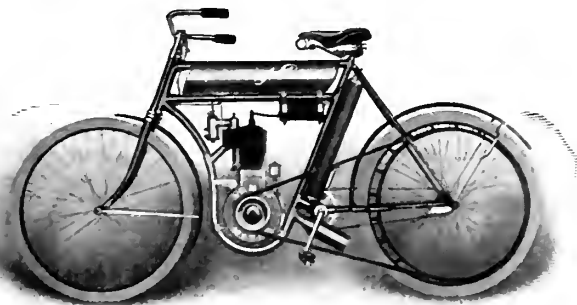
Of the Pope Mfg. Co.'s motor bicycles, the Columbia is presented for 1905 without



RACYCLE, 1 $\frac{3}{4}$ HORSEPOWER, \$210.



INDIAN, 1 $\frac{3}{4}$ HORSEPOWER, \$210.



ARMAC, 3 HORSEPOWER, \$200.

change, which means that it retains all of its familiar features—(1) the single lever control, the brake lever, which not only applies the brake on the front wheel, but which also operates the spark and the exhaust valve lift; (2) the flexible spring release sprocket running on double ball bearings, the forerunner of the several that have made chain driven motorcycles comfortable; (3) the long wheel base, and (4) the 2 $\frac{1}{4}$ horsepower motor carried at the rear of the seat mast. Its price has been, however, reduced to \$210.

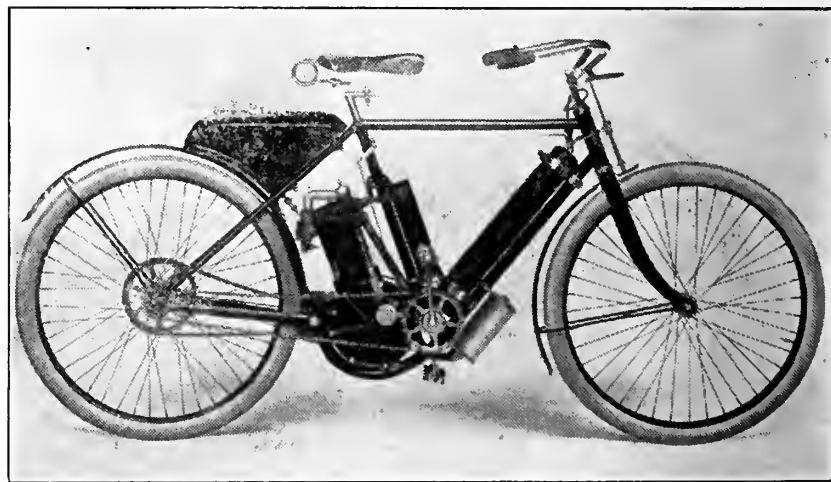
Refinement of the Rambler.

The Rambler, which is made in the Pope Mfg. Co.'s Western factory, and which was conspicuously in the fore last season and which, although employing the Thor 1 $\frac{3}{4}$ horsepower motor and carburetter, yet bristled with originalities of its own, has felt the improving. It retains the single lever control, which, in its case, operates spark and throttle and exhaust valve and not the brake, but it has been so refined that it is now possible to operate the throttle without likelihood of so greatly affecting the spark; as now made, the application of the lever

also does not require such a wide stretch of the fingers. An improved muffler has been evolved, and is placed parallel with the lower tube of the frame. The arched spring fork has given way to a flat one, with a single plate crown and with the springs hinged at either side, instead of in the rear, as before. The ingenious friction sprocket is, of course, retained. The price of the Rambler has been lowered from \$225 to \$210.

it is good for 35 to 40 miles an hour at that. By attention to a change in the valves and their guides, and by increasing the number of ribs on cylinder and head, the radiating, or cooling, surface has been enlarged, and the power of the engine thereby increased some 25 per cent.

The grip control is applied for the first time to the 1905 model, and, unlike others, it acts on the throttle and not on the spark. The



COLUMBIA, 2 $\frac{1}{4}$ HORSEPOWER, \$210.

Marked Improvement of the Yale.

Since the big Consolidated Mfg. Co., of Toledo, took over the Yale-California motor bicycle its enormous facilities have brought about substantial betterment in many vital respects. It is now not only a better machine, but a more powerful one. Although the general principles of the machine remain unaltered, at \$175, and weighing but 103 pounds, these improvements make it of exceptional value.

It retains the 2 horsepower motor, with outside flywheel, and the leather-to-leather left drive, of course; and, needless to add, the remarkably ingenious carburetter, than which none other is so economical and which permits that slow pace which is so often of more real importance than high speed—and

idler, to take up the stretch in the belt, is now made with a handle, which permits the slack to be taken up without even dismounting. The gasoline tank has been enlarged, and a three cell battery box has been substituted for the four cell compartment; the pulleys have been lightened, the vibrator has been improved and several other changes made within the motor itself, one of them a phosphor bronze bushing on the connecting rod, which allows any play that may be developed to be readily taken up. The spring forks are now curved instead of straight, and the machine is also fitted with the Sills spring handle bar, a most ingenious article, and, with the forks and the imported Empire saddle, both the comfort and value have been considerably enhanced.

No Levers on the Armac.

Out in the West—in St. Paul, Minn., to be exact—there has been looming larger and still larger each year the Armac motor bicycle. Even from afar off it has been possible easily to distinguish that there is nothing half hearted about its makers, the Armac Motor Co., and that they are "very much up" in knowledge of motors and motorcycles; their product is in keeping. So far as known,

Regarding the Reading Thoroughbred.

Of the cycle manufacturers who have adopted the complete Thor outfit, motor, carburetor and fittings, none have devoted themselves more earnestly to the advancement of their machines than the Reading Standard Cycle Mfg. Co., Reading, Pa. By throwing their aggressiveness into the balance, they have brought their Thoroughbred motor bicycle to that position where it must always

be reckoned with. It incorporates the Thor single grip control, the compensating sprocket and automatic switch, and the Reading people have themselves added a spring fork and several minor refinements that will entitle the machine to full consideration when the purchase of a motorcycle is in contemplation.

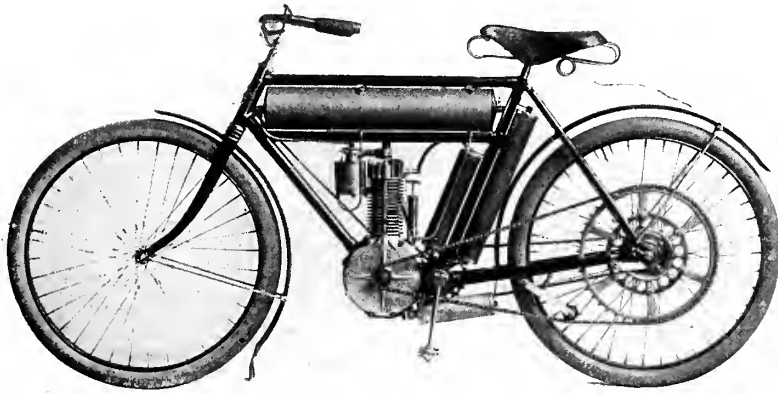
The Miami Cycle & Mfg. Co., Middletown, Ohio, employ the Thor outfit in the make-up of their motor Racycle.

Curtiss's Powerful Machines

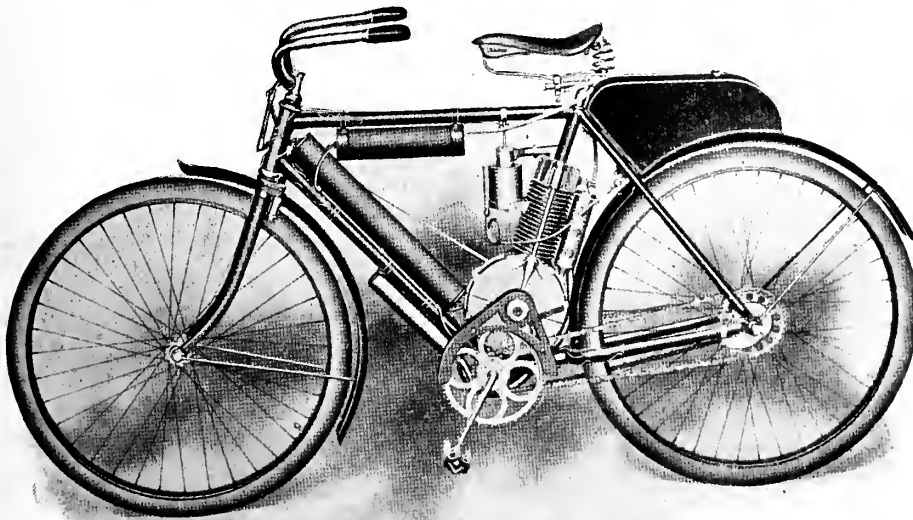
Although the G. H. Curtiss Mfg. Co., Hammondsport, N. Y., manufacture the powerful single cylinder, belt driven Curtiss, it has been quite overshadowed by the prominence given their, of course, more powerful two cylinder 5 horsepower machine. This latter has made a good name for itself, however, and, the frame having been lowered and the weight reduced to 165 pounds, its availability thereby has been considerably increased. The motor, which is unique in that it employs roller bearings, has been subjected to some minor refinements, and with an improved commutator and the adoption of the Breeze carburetor its power and flexibility are bettered to an appreciable extent.

Originality of the Buckeye.

Quite unlike any other motorcycle produced in this country is the Buckeye, made by the Oscar Lear Automobile Co., of Columbus, Ohio, Mr. Lear himself having been one of the first to concern himself with motorcycles. It is of the true diamond frame type, with the motor carried in the rear of the seat post, which, indeed, it partly incloses. It is geared back to the rear wheel by not merely a chain, but by spur gears actually inclosed in the engine case, where lubrication of the gears is constant; in the rear hub is the friction disk that absorbs the shock of the motor. Although rated at 3 horsepower, the Buckeye lists at but \$140.



METZ, 1 3/4 HORSEPOWER, \$210.



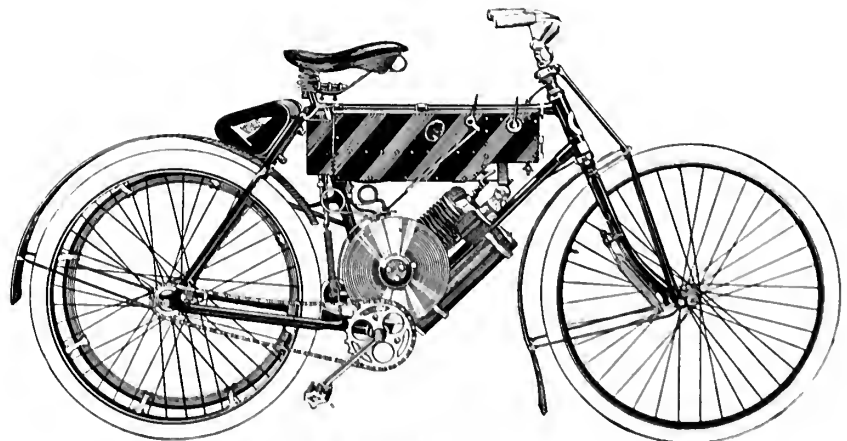
RAMBLER, 1 3/4 HORSEPOWER, \$210.



READING THOROUGHbred, 1 3/4 HORSEPOWER, \$210.

it is the only leverless belt driven machine in the world. It employs a single grip control, one grip—the right—controlling both spark and throttle, and using wires instead of rods in its operation. Other special features are: One piece pulley rims; two post handle bar; one piece extension fork sides; battery tube with automatic connections, and automatic exhaust lift.

The motor is a well designed article of 3 horsepower, having 3x3 1/2 bore and stroke; it is carried vertically in a loop in the trussed frame, the Armac people favoring the loop construction because of the accessibility it affords and the lessening of vibration. The drive is by V shaped belt. The machine lists at \$200.



YALE-CALIFORNIA, 2 HORSEPOWER, \$175.

~ The Indispensable Tires ~

Of the improvements applied to bicycles, the greatest unquestionably was the pneumatic tire. Without it—without the gratefulness and ease of propulsion that it affords, it may well be doubted if cycling would have survived. Certainly it must have withered sadly. It was not until the air tire had reached a fair state of perfection that the bicycle received that meed of public notice that was its due.

It is interesting at this time to recall the welcome accorded the pneumatic tire when it first appeared. This is well illustrated by the following from one of the cycling publications of the times: "The tire presents a queer or rather ridiculous appearance. It is white in color, and entirely surrounds the rim, which is hidden from sight. Its size, two and a quarter inches in diameter, gives it the appearance of a road roller, and even the most hardened cyclist

would feel some hesitancy about riding it on a public street."

The beginning of tire manufacture in America dates from the establishment of the Hartford Rubber Works in 1881. What it has cost in time, money and brains to attain the present state of perfection may be more readily imagined than described. The vulcanization of air tires in circular form was one of the first problems encountered and overcome.

There were new needs to be met, new methods of manufacture to be worked out, and the old rubber lore was often at fault when applied to the making of bicycle tires. Some tires would cut at the rim, others would "chip out," another lot would be too soft or too hard, and so on. And it would happen that a certain grade of tire would answer admirably in the summer months, but would not stand the cold, while

another grade, though satisfactory in the North, would cause complaints in the South. And the repair of these tires was not less of a problem than their manufacture. But an infinity of patience and perseverance triumphed, as it always does.

Not all tires are good tires, however. In fact, it is a common belief that the cheap, indifferent ones have had much to do with disgusting many people with cycling. They are sold under many different names and at as great a variety of prices, making it necessary for the purchaser to "look sharp" if he would not buy trouble. The discriminating buyer will have no tire that does not bear the name of its maker. A dollar saved on the price of a tire is too often two dollars lost, to say nothing of the added labor of propelling the bicycle that the cheap tire entails or of the almost impossibility of repair when trouble comes.

Long Line of Hartfords.

In the history of its growth, the pioneer Hartford Rubber Works Co. typifies the development and amplification of the rubber tire industry at large. Like all good and great things, its beginning was modest, indeed. The whole plant as first started in 1881 was housed in a room fifty feet by sixty; there were a few rollers and mixers, and the pioneer plant, by no means overworked, consisted of a single fifty horsepower engine. To-day the aggregate horsepower required to operate the immense plant with its miles of shafts and belting is something like twenty-six hundred. At the outset, the working force, including officers, mechanics and laborers, numbered but twenty souls. To-day, hundreds are busy from whistle blow to shut down. And the result of all this effort is a list of twenty-one types of tire, each made up in ranging sizes, all of them bearing the name "Hartford," and all of unquestioned Hartford quality.

Of these, the Thread Fabric Pattern—the famous "Hartford 80"—is made in three grades, the Road Tire, Heavy Tandem and Extra Heavy Corrugated Tire, and also in a racing tire. Then there are the Standard all-round Road Tire, and the Heavy Standard Tandem Tire. The Nos. 70 and 50 Road Tire are of well-known excellence, as is the No. 50 in the Thick Thread type, and the Hartford and Thornproof, also made with a thick footing. In the Dunlop Detachable Tire are three grades for ordinary bicycles, suited to varying conditions of use, including

expert service—the Invincible, the Tandem and the Motorcycle types.

The rough, uneven strains of the motor propelled machine have put the motorcycle tire in a class by itself, but the problem has been worked out with the same care that was displayed in the earlier models. For use on such cycles the Hartford Company recommend the Dunlop style of tire which they claim is the only tire that can be and is cured in live steam without the aid of moulds, thus adding toughness to the rubber and retaining the natural elasticity of the fabric.

Fisk's Full Complement.

It is one of the proud boasts of the Fisk Rubber Co., of Chicopee Falls, Mass., that all the tires they produce bear their names—a boast full of significance to "those who know." The Fisk line is as varied as ever. Last year's "Model 44" is still in as high favor, its raised thread making it extra durable. Of course, it lessens the liability to puncture, too. The raised thread is also used on the Motor Tandem tire. This is not fitted with the cloth base which is used on the motor bicycle tire, as it has not been proven of sufficiently marked advantage to warrant its use in this particular style. It is a gain the case of the latter style, however, in that it facilitates and improves cementing it to the rim.

The Fisk Puncture Proof and 88 H, the Cactus, 88 and 66 E H, Racing and 66, the Premier Puncture Proof, New Departure and Premier constitute the other styles made

by this house, all of which are constructed in 28-inch size, the 66 in 30-inch, the 66 and 68 in 26-inch sizes as well. The Premier Juvenile is made in four sizes, ranging from 22 to 26 inches diameter. The motor bicycle tires are 28 inch with sectional diameters, ranging from one and five-eighths to two inches.

Tires That Come From Kokomo.

The best possible indication of industrial prosperity is an annual enlargement of the plant, and continued prosperity is another way of saying "satisfaction guaranteed," and also proof that "nothing succeeds like success."

The continuance of this symptom in the case of the always conscientious and consistent Kokomo Rubber Co., Kokomo, Ind., is backed by the assurance of the users of their goods, that satisfaction came, guarantee or no guarantee. This company constructs three styles of single tube tire—the New Oxford, made with corrugated tread and stocked in sizes varying from 20 to 30 inches; the Defender, special, made with a milled tread in three types, road, cactus proof and tandem, and the Clover Leaf, which is made in smooth tread, in road, tandem and racing types. Large quantities of inner tubes also are made and sold.

What G & J Offer.

The "quality pays" has been proven over and over again by the G & J Tire Co., Indianapolis, Ind. They make but one grade,

from which they have never deviated. Their well-known G. & J. detachable tires incorporate their equally well-known and speed-giving thread fabric and are the only detachable tires of which this is true. Two layers of the fabric are placed at right angles to one another, a layer of pure rubber being interposed between them, thus securing a tough, impervious casing. The goods are made up four different styles; they are: A regular road type, the standard; a heavy tread tire for use in touring over bad roads; a racing tire for use on the track exclusively, and a tandem tire with four layers of fabric and an extra thickness of rubber at the tread.

Of the G. & J. motor bicycle tire, the best evidence of its merit is to be found in the fact that it has practically crowded out all others and is now the standard equipment of the American motor bicycle. It is to be had, too, in sizes up to 2½ inches.

M. & W.'s for All Classes.

Of the old standbys, the M. & W. cemented double-tube tires, made by Morgan & Wright, of Chicago, still hold their own. The range of selection afforded is as generous as heretofore. They are offered in the following styles: Style G, for juvenile wheels; style A, for track or light road racing; style S2, Cataplarro heavy tread, for flint and gravel road work; style J, for heavy road riding; Cataplarro heavy tread, for flint and gravel roads, plank roads, cactus and thorns. Single tube tires with the M. & W. mark are put out as follows: Juvenile, 1½-inch sectional diameter, 24-inch size; Standard, same as L, S2, D and X, in double tube; Cataplarro heavy tread single tube, similar to the double tube. In addition, Morgan & Wright also produce a cushion tire, a variety of butt-ended inner tubes and vast quantities of tire tape, tire cements and the like.

Wherein Continentals are Different.

Of all the puncture-proof tires that bid for cycling favor but one remains—the Milwaukee—and the fact that it was taken over by the big and modern Continental Rubber Works, Erie, Pa., is in itself evidence of its merit. It possesses features all its own, and having stood the test of many years it simply cannot escape the consideration of any one interested in the anti-puncture type of tire. It is, of course, but one of several tires made by the Continental people, the structure of which is unlike others in that the fabric is made of continuous layers moulded in a true circle, and hence doing away with the need of splicing, while in the double-tube type the casing is moulded in circular section without splicing and without the use of the inner rubber tube made separately.

The former is manufactured in four styles: The No. 20, special roadster; the No. 30, roadster; the No. 10, regular roadster, and the Liberty, the latter being a medium priced tire sold without guarantee. Two patterns of the double-tube tire are made, the No. 80, of extra quality and heavy tread, and the

No. 60, a roadster. The Liberty double-tube tire is unguaranteed. Juvenile tires are made in both single and double-tube styles. In addition large quantities of inner tubes are produced and sold at favorable figures.

Goodyear Improves a Point.

Pathfinders and Monarchs, the long suit of the Goodyear Rubber Co., of Akron, O., are yet among the top notchers of the Goodyear line. They have a bit of construction at the valve stem, not used before this year, in which the fabric of the cot is turned back and interlaid with that of the tube in such a way that a porous leak is impossible. At the same time a heavy margin of black rubber on the inside. The Pathfinder's A, B and C are made in 28-inch sizes and varying sections. Monarchs come 28 by 1⅜ to 1⅝—three sizes. The impervious Cactus tire is also made up in the same dimensions. The Giant Heavy Roadster, with a reinforced thread, "a tire to tie to," as they say, is there yet, as is the sturdy Cushion Pneumatic. Some of the other Goodyear models are the Surety, Cleveland Puncture Proof, Buckeye Single Tube, National and Eureka Single Tube, the Victory, the New Colonial Double Tube, and the National Double Tube with Morgan & Wright style of inner tube.

Where Famous Palmer Comes From.

"Palmer tires make all wheels high grade," the old slogan of the B. F. Goodrich Co., Akron, O., still works out. That fast and famous tire is made in five patterns—Road and Racing, Tandem, Road, Mexican and "Plank Road." Under their own firm name the Goodrich Co. make five different styles, as is well known. Their leader is branded with the charmed number 999. It is manufactured in road weights only. The Goodrich 19 is made of open woven fabric in four different weights, tandem, triplet, quad and anti-Cactus, while Goodrich 17 is made in one weight only. These are of the single tube style, made with corrugated threads. The cemented double tube Goodrich M. & W. tire comes in two weights, the lighter type being designed for light road work. Three weights of the Goodrich G & J., characterized as road, tandem and heavy tread. This is, of course, of the double tube detachable pattern.

Diamonds Made in Akron.

Last year's Reliance unguaranteed tire, made by the giant Diamond Rubber Co., Akron, O., has more than vindicated its title of puncture proof. Of the other single tube Diamonds the Diamond Hunter is a high grade single tube, with the thread fabric. Diamond 400 has woven fabric; Diamond Ixian, also made with the woven fabric, is of second grade, but guaranteed. Their other single tires are the Diamond Puncture Proof, which is of high grade material, guaranteed, and the original unguaranteed. Two styles of double tube tires are made by them under the marks Diamond 1920 and Niagara, the latter being an unguaranteed puncture proof tire, and formerly known as the Waldorf-Astoria.

FAR-REACHING INFLUENCE OF THE BICYCLE.

If every bicycle factory in the world were to close its doors to-day for good and all, and every dealer were to go out of business to-morrow, and every bicycle in existence were to be tossed into the scrap heap the next day, or, in other words, if the whole industry were to be completely wiped out of existence without warning and thus become a total loss, the world would still be the gainer by a great deal. The bicycle would have accomplished one, and perhaps its greatest, mission in the lessons which have been taught the mechanical world through its manufacture.

Undoubtedly the assertion is so abrupt that its truth fails to strike home at first. But a little reflection cannot fail to verify it; for, although the primary mission of the bicycle was to assist man in the profitable employment of his leisure hours and to serve him as a handy and efficient means of transport from place to place, and, withal, a cheap one, it has accomplished far more than this. Its rapidly forced development, the meteoric rise of its popularity, brought into being new methods of production and new systems in the shop and in the salesroom which otherwise would have been years in coming into existence. It is an undeniable fact that the wholesale production of accurately made high grade machinery of all sorts has been guided and influenced more by the incentive of this industry than by any other factor or group of conditions.

It is extremely interesting to trace the growth of such a great interest as this has come to be, and to note its inductive effect on parallel interests. It is interesting and instructive as well to observe how it generates other kindred and tributary enterprises until the whole, now a vast system, reaching out far and wide with its branches, like a tree with its roots and limbs stretching away out into the world, at length brings forth the ripened fruit, which could only be through the centering of interest and effort in the parent cause. The world of business, the world of industry and the world of mechanics, are constantly taking their cue for this or that advance step from the successes or failures of their rivals and those whose methods are akin to their own. The world at large advances by the study of analogy. Hence the development of any new line of effort is watched with the keenest of interest by those whose attention is directed to it merely as a new problem which is being worked out and one from the solution of which they themselves may perchance learn a lesson or two for their own benefit. The growth of a new line of work, then, never fails to teach a series of lessons which otherwise would only be learned by a slower and more painful process. In addition to creating a new market of its own, a new industry opens up

new avenues of trade, creates new demands and new supplies—makes new business, in other words, aside from its stimulating influence on the labor market.

At its inception the bicycle was essentially new. Its predecessor, the "boneshaker," or velocipede, was of so trivial a nature that it is to be considered rather as a suggestion than as a true prototype of the bicycle. And so it entered upon an open field, a field all its own, as the foundation, strictly speaking, of the movement for auto-propulsion. It may seem to be indeed a far cry from a bicycle to an automobile, and it is, but yet the training got in the making of the former has had an almost incalculable influence on the rapid strides which have been made in the development of the latter—a fact which should always be distinctly recognized. Not only was the field upon which it entered a new one, but the machine itself was so essentially novel in every respect that its manufacture soon began to involve the use of new machinery of all sorts. With the development of it, piece by piece, there was seen a need of new processes in the working up of the materials which entered into its structure. Higher grades of steel were needed here and there in parts where the strain was excessive, and the demand for lightness and rigidity imperative.

And just here, in connection with the study of its design, was developed the most remarkable and revolutionary point of all. Up to that time, in all mechanical design, it had been customary to allow a factor of safety after all calculable allowance had been made for known stresses, a factor which was intended to take into account possible defects in the material and to go for resisting a certain amount of overload. But for the bicycle the reduction of weight was as important as the securing of the necessary degree of strength. And after long and painstaking experiment the allowance for safety was reduced to such a point that the engineers of other lines of work simply laughed at the apparent abandonment of all the precaution which was gospel to them. In this way the weight was brought down from sixty or seventy pounds, the weight of the earlier types, to a minimum of seventeen or eighteen, though experimental machines were constructed which weighed even less than that. The need of great reduction in the friction of the machine as a whole led to the introduction and perfection of the ball bearing. The art of drop forging metals was brought to a successful issue in a great measure by the influence of the industry. Steel tubing, not much in demand up to that time, soon became an important requisite. And by all odds the greatest of the subsidiary interests was the tire industry, which has developed to simply marvellous proportions within a very short time, and which owes its being wholly to the bicycle. There are still others which might be enumerated, either partly or entirely due to its existence, and though it does not follow by any means that they would not have come into being without it,

yet its stimulus was the cause of their rapid growth and their present strength.

In the shops the need of producing small, accurately sized parts and of turning them out in quantities brought about the development of automatic machinery of various sorts, which not only served its purpose there to advantage, but, adapted to other lines of work, soon fairly revolutionized the machine shop in all its applications. Not only this, but the same need also contributed to the development of certain systems of shop accounting, which soon revealed hitherto unknown losses here and there which could be abated by the introduction of a regular method. But, far and above all else, the most valuable service which the industry has done the world, as far as the matter of shop practice is concerned, is the creation of the system of strictly interchangeable parts and its extension, by means of which every individual part of a machine is known by number, may be ordered by a number, and, when so ordered and shipped to a remote point, may be relied on to fit into place without being shaped or fitted in any way. These and other beneficial lessons were taught to the world, directly or indirectly, and the stimulus which its keen rivalry and hair splitting competition soon engendered created a liveliness in many branches of trade unknown before.

To say that the automobile is a direct descendant of the bicycle may seem a bit of unwarranted boasting to one who has not given the matter his close attention, but though it had been in contemplation for years and decades, almost for centuries, the motor car was not a machine worthy of even the slightest consideration, was hardly worth its name until the other line had paved the way to new methods of construction, new methods of producing and handling materials and new ways of disposing of the goods once it was made. The automobile industry to-day has to thank the older trade for some of its brightest men in all its branches, men who took their early schooling in the "bicycle game." It has to thank it for its methods, for its materials and for the spirit of enterprise which has descended to it with those same men, and which will go to make it what the other is and has been, an energetic, successful business. The world should indeed be grateful to it for its many benefits, of both direct and cumulative nature, and to the men who upraised it; for they are the embodiment of enterprise, and their product is a wonderful example of what persistence and skill can accomplish.

Georgia's season started well Thursday with a ten-mile handicap road race at Atlanta. Twenty-three riders started. George McAlpin finished first. Peter Cefanlu was second and R. Q. Taylor third. N. Hindson made the best time, and finished twelfth. His time was 28:20.

T. A. White, of San Francisco, is the first man to apply to the Federation of American Motorcyclists for sanction for a record trial. He has designs on the 100-mile road record

BICYCLES IN THE BIGGEST ATHLETIC CLUB.

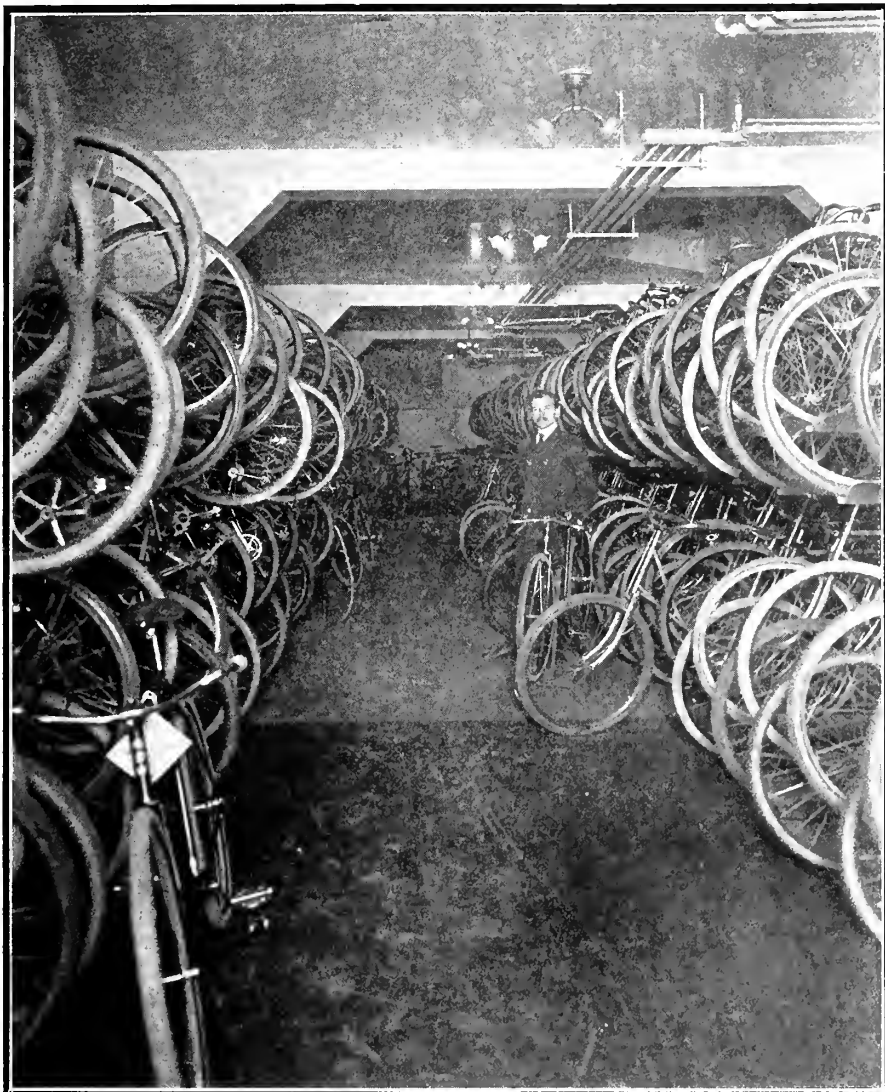
To the man who, because he himself no longer rides or because he no longer has trouble in crossing a street without danger of being run down by bicycles, makes himself believe that there is nothing left of cycling, the wheel room in the palatial clubhouse of the New York Athletic Club would come as a rude awakening; not only would it cause him to wonder if he had been dreaming, but it would induce him to speculate as to who ever turned loose the suggestion that only messengers and tradesmen's boys now ride bicycles. It costs \$100 for the privilege of being proposed for membership in the big club.

In the wheel room are two seemingly endless rows of bright shining bicycles of every reputable brand, piled two or three high and packed as close as sardines, stretch away in the distance until the details of sprockets, handle bars and spokes fade into a conglomerate mass and the outlines are lost. Bicycles here, there and everywhere, and nothing but bicycles; everything about the place from Harry Gladstone, who for years has presided over this highly important department of the club, down to the rejected crate just stripped off a brand newcomer to the fold is suggestive of the delights of wheeling.

And such an orderly, well groomed lot of steeds it is seldom the lot of the ordinary mortal to stumble across, unless they be of the four legged variety and housed in the palatial stable of a multimillionaire. At first glance all is seemingly confusion, but every individual two wheeler is on a rack of its own, duly numbered, and the moment its owner enters the door "buttons" fetches his mount without the formality of a request for it. Every spoke and nut and every other inch of nickel and enamel on every machine is shining bright, and before it leaves for a spin it is given an extra preliminary rub, a dab of the handy brush of lubricant on the chain and a touch at the tires, if needed. And that without any laborious pumping, for here are two outlets, each with a gauge attached to show to what pressure the tire is inflated, and the compressed air is always on tap.

Gladstone presides over the destinies of every one of the two wheeled steeds, and its pedigree is entered on his records from the time it enters until it leaves to return no more. Its goings and comings and the hills, small and great, of which it is a sufferer are all a matter of record, as well as its owner's name, date of entry and other particulars of more or less importance. Some idea of the apparently innumerable bicycles, all in their proper places, may be gained from the photograph made by a "shot down the line."

In the other illustration will be noticed



the superintendent's desk with the air-pressure gauge just over it, and to the left a hatchway provided with a block and tackle, by means of which wheels are sent below to the under tier for storage or to the repair shop. Back of this hatchway is what may at first sight be taken for a barber's rack of shaving cups; here are the lamps, always filled with oil, or water and carbide, as the case may be, and ever ready at a moment's notice to be attached to its owner's mount. Down in the tier beneath, reached by the spiral stairway seen in the second illustration, is another rack filled with spare saddles, and here also are wheels, good, bad and indifferent, that is as far as their present status is concerned, for, with the exception of those piled in orderly racks to the rear—the seldom called for assortment—every one of the inmates is on the sick list and just in front and directly under the sidewalk, through which the sunlight streams, is the hospital, fitted to cure every ill to which the steel and rubber patient is heir, short of total dissolution. This department is in charge of a skilled repairman and his assistant in the busy season, and it is sufficient indication that the hundreds of wheels in both the tiers are not there for merely ornamental purposes, to note the number of minor ills that are daily made good, as recorded in the department ledger.

First Century and "Race Home."

Weather conditions were just right last Sunday to make the informal century run of the New York State Division of the Century Road Club of America a perfect success. Thirty-five riders lined up at the start from Bedford Rest, Brooklyn, Long Island, and all the men finished in good time. The course was the Long Island one from Bedford Rest to Coney Island, Richmond Hill, Hempstead, Freeport, Hicksville, Amityville and return via Valley Stream.

A scratch race from Amityville to Valley Stream, sixteen miles, enlivened things for the fast division, and the eight prizes offered were worth striving for. J. H. Bennett was looked upon as the winner, but a nasty spill just before he reached the tape put him out of the running. He was shaken up considerably, but otherwise was not injured and finished the run home. Victor J. Lind crossed the tape first, with "Sir" Walter Raleigh second and Chester Graham third.

Sorrow of Three Southerners

The closing of the Vailsburg track brought gloom to three ambitious young men from the South who had reached New York last week—L. J. Godberry, A. J. Mitchell and Arthur Dakin, all of New Orleans. Following the collapse of a personally conducted circuit of Louisiana towns in which they appeared as the "stars," the trio came North to measure pace with the cash-chasers at Vailsburg, but arrived only to find the track closed and the next day it snowed.



The Parts and Sundries that Remain.

Of course, there is nothing, or comparatively nothing strikingly new or novel in cycle parts or accessories, but nothing is more interesting than to recall the infinite multitude—the number really was practically countless—of sundries and fittings that once deluged the market and to note how the survival-of-the-fittest process has weeded them out. And not all that were weeded out lacked merit. Many there were that deserved recognition and permanent use, but they were brought out during that period rightly denominated the "cycling craze." Many of those who then cycled were so crazed that they rode they knew not why—they were blind to many of the little things and big ones that would have afforded them real comfort and turned their work into health-giving pleasure. However, if the roll of the "absent and unaccounted for" is long, the greater is the credit due those that remain. They have earned the right to be considered "standard goods," and it is not merely puffery to say that their names are in themselves evidences of quality and merit.

Of such goods, one of the smallest has been longest on the market—the Cushman & Denison pocket oiler—and its presence in a tool bag is usually one sign of the quality of the bicycle itself; it never goes with a cheap machine. And of oils, of course, 3-in-One long since worked its way to the top.

The Veeder cyclometer, another good old stand-by, that is as well known abroad as it is at home, is alone in its field and for 1905 is better than ever, in that it has been fitted with an improved star wheel that adds to

its accuracy. The Solar lamps, both gas and oil, have similarly beaten competition almost to a standstill. In bells, the choice has been narrowed to the Bevin and Liberty, which are made in a diversity of sizes and patterns, and Mossberg, with its cuckoo note. In the Bevin Bros. Co.'s varied product is included a number of both toe clips and trouser guards, while the Standard Spoke & Nipple Co. by taking over the famous Sager toeclip saved it from extinction. The Standard Co. similarly "saved" the well-known Star and Bridgeport pedals, and with the facilities of their immense factory at Torrington, Conn., have, if anything, enhanced the value of the goods. The Forsyth pedals also remain, likewise the John R. Keim line. In chains the Diamond and the Whitney and the Morse—the latter of the roller variety—remain the standards of excellence. In handle bars the Kelley is still a top-notch. In saddles, the only Persons is now the mark of quality.

Of those things that actually go into the make-up of the bicycle and that may be therefore considered parts rather than accessories or sundries, of course, Shelby steel tubing and the Standard Welding Co.'s marvellously electric welded tubing are beyond question. Of such things as frame sets, crank hangers, sprockets, chain adjusters, cups, cones, etc., the Crosby Co. and John R. Keim, both of Buffalo, N. Y., and the Worcester Pressed Steel Co., Worcester, Mass., are the chief sources of supply, while the Reading Standard Cycle Mfg. Co. is making a specialty of hubs. The Star ball retainer, which made the handling of bearings a con-

venience instead of a jugglery, is to-day in practically universal use.

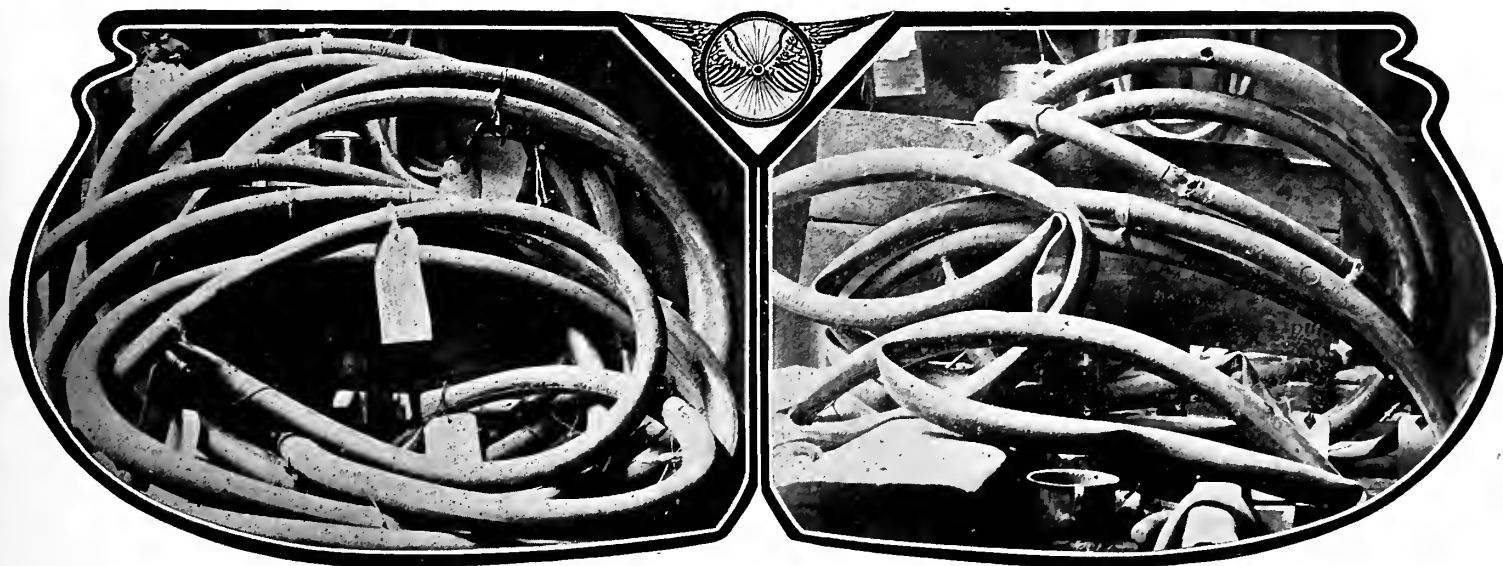
In wood rims, the K. & C., with its remarkable lock-joint, has set a new standard of excellence, while the Schrader tire valve—well, there always was but on Schrader; it long ago crowded all the others into a hole and pushed the hole in after them. Akin to tires and their valves is Neverleak—that compound that stops punctures and gives thousands of miles of life to many tires that seemingly are past hope; it has had competitors and counterfeiters by the score, but none of them now dares show even the top of its head. Neverleak is essentially the "whole thing."

The advent of the motorcycle is bringing with it a demand for certain fittings and accessories that is daily increasing in number. The ammeter, that device for testing the battery's "pulse" and strength or weakness, is an accessory of the sort that is well-nigh indispensable. The Eldredge Electric Mfg. Co., Springfield, Mass., early saw the opening, and as a result the Eclipse pocket ammeter is at the top of the motorcycleists' estimation as an article to be treasured and relied on. The Spitzdorf spark coil and the Duckworth nickel steel chain are two other articles of motorcycle equipment that are likewise beyond question and are generally so recognized. The Hendee Mfg. Co., makers of the Indian motorcycle, also make several specialties of real use, among them the Corson motorcycle stand and the Corson luggage carrier. They are alone in their respective fields, and meet the motorcycleist's wants as nothing else meets them.



OLD SCENES REVISITED

The Tire Repairs that Come in the Spring—tra la!



"Busy? It's hardly necessary to ask the question if you look around a bit, and the word doesn't do things justice," answered the tire repairer to the interrogator. "Spring is here," he continued, "and tires old, tires new, good, bad, indifferent—rotten isn't a hard name for many of them—and tires of every other kind, right from the new one of last season with but a slight puncture down to the veteran of ten years of age that has been repaired indefinitely, now come in to us in an unending stream.

"Just take a look at this," and he held up a tire of a make which, though quite popular at one time, has disappeared from the market and the ken of the average bicycle rider so long ago that all but its name is forgotten. "It is more than seven years ago since those tires were manufactured, but we get one to repair every now and again. 'While there's life, there's hope' and 'It's never too late to mend,' seem to be pet maxims with people that own tires, and if there happens to be enough of them to carry to the repair shop, you may be sure we get them sooner or later. This is a hospital where we can revive dead ones; there's nothing beyond hope of recovering. Cast your eye on that," saying which he picked up what appeared to be a circle of rubber rags.

"Not much left of it, is there?" That fact was too self-evident to call for comment. "Still," he went on, "the inner tube is in pretty good condition, and when we vulcanize it together, dust on a little soapstone, it will look like new. All it will need to completely deceive the unpracticed eye will be the maker's name, and while we practically make hundreds of tires every season, that's the only thing lacking.

"An automobile tire is nothing more or less than an enlarged edition of the bicycle tire, except that the single tube has not been found to make a practical tire for automobile use and has almost entirely disappeared from the market, whereas nowadays

we get more single tube bicycle tires than any other kind. Just look at that bunch there," pointing to what appeared to be a nest of snakes. "That's a lot just received and sorted to be made ready for the patching, not one of any other than the single tube variety, and just look at the names on them, hardly one that's familiar nowadays, except these odd specimens decorated with the famous old mercury winged wheel, the trademark that made the single tube famous.

"That's true, they are a rather seedy-looking lot, with more or less gaping wounds, but a little attention will put them right again, and there's considerable service in even the worst looking of them yet. Not much, that's one thing about an automobile tire, where it can hardly be said to belong to the same class. They never reach this venerable age, and the rubber never dies in an automobile tire because it doesn't last long enough.

"Nice assortment of holes to plug up, eh?" and the photograph of some specimens, not the worst, by any means, is a sufficient answer to that interrogatory. But it isn't half as much trouble to set them right again as it would appear," he continued. "We take a little piece of this raw stock," indicating a large sheet of light brown, sticky gum, "cut a patch of generous proportions, take it with the pliers, dip in benzine and quickly slip it into the tube, and with a quick squeeze bring it up against the upper side of the tube directly under the hole. It takes considerable knack to do it correctly, and when it is done that way, the tire will hold air again in just about one second, but, of course, it isn't ready for the road yet by any means.

"The old rubber is ground away from around the opening on an emery wheel running at a high speed. This is done before the inside patch is slipped in. Once the latter is in place, the outside hollow is filled up with the raw stock built around so as to make it level with the remainder of the tire,

and then it's ready for the last operation, the vulcanizing.

"The tire is inflated, and the patched part is inclosed in a mold that fits it snugly and is then put on to cook under steam pressure. This is maintained at forty pounds in order to give the right temperature—some 280 to 300 Fahrenheit for vulcanizing the rubber—and they are left in there to steam for an hour or two, according to size. When that operation is finished the repair is complete, and but for the difference in the color of the patch it would be impossible to tell where the latter was put on.

"No, a bicycle tire never gets in quite such bad shape as some of the motor car tires you see about here; there would be absolutely nothing left of them by that time. You see an automobile tire is built up over a very heavy fabric, a great many layers of stiff canvas coated with rubber and vulcanized together until they are practically solid, the tread is built up over that—and there is enough rubber in one good sized automobile tire tread to make a dozen complete bicycle tires. In some of them there is another layer or two of fabric midway between the outer surface of the envelope and the outside of the tread itself, and some specimens we get for repairing have even that all worn away.

"But then we do get some bicycle tires that are just as bad in their way. Look at that one," throwing a sieve-like tube of caked rubber up on the bench. "No less than five holes, big enough, every one of them, to put two fingers through, and here are some more equally bad in their way, but it's all one to us; they go through the regular course, and doubtless half of them will come back to us one or more times during the course of the season to be doctored again. No need to despair and dig down for a new pair as long as there is anything left of the old ones.

"No, there is nothing like the amount of complaint about bicycle tires that we hear

about the automobile tire. The bicycle tire is just like everything else; you can't expect to buy a cheap imitation and get good service; but even some of these shoddy things here will stand up wonderfully. But when you do buy a good make, it lasts and can always be repaired. Any number of them go through a season or more and cover thousands of miles without even a puncture.

"Two thousand miles is a good average for an automobile tire to stay out of the repair shop, though some of them will stand three to five thousand before they come to us, but the repairing necessary—retreading—costs as much as three pairs of bicycle tires—good quality, too. Tire maintenance on an automobile is a mighty expensive item, but you have to have them, and naturally there can be no comparison with the endurance of rubber that has to carry, say, two tons, and where it is never loaded beyond three hundred pounds, and there aren't many two hundred and seventy-five pounders riding bicycles. Two hundred pounds is above the average weight the bicycle tire has to bear, which, of course, explains its long life. Then the wear to which it is subjected is but a fraction of what the automobile tire has to stand; it is never driven over rough roads at a high speed, and the bicycle tire won't pick up the endless assortment of sharp things that an automobile tire will gather owing to the weight it carries. The greatest evil of the automobile tire is loosening of the tread, something unknown on the bicycle, and con-

sequently the latter never collects the same filling of real estate which every automobile tire gets as soon as the tread becomes loose.

"An automobilist never thinks those cuts amount to anything, and usually will cuss the manufacturer for turning out such a poor tire. But just look here," and suiting the action to the word, he slit the tread of a huge tire up for half a foot or more with a sharp knife, and out poured a rain of dirt and fine pebbles, though there was not a cut in the tread exceeding half an inch in length. The entire tread and envelope of the tire were separated by a solid layer of dirt varying from an eighth to a quarter inch in thickness. "And take these bumps that look so much like warts on the tire. When he sees those appearing, the average owner puts the tire down 'as a rotten piece of work, rubber getting humpy,' and remarks to the same effect. But," slicing off one of the warts with the knife, "it's nothing more or less than dirt. That is something to which the bicycle tire is not subject, and its owner may be thankful therefor, as retreading is an expensive operation.

"Take it all in all, the tires are practically the only thing about a bicycle that increases the cost of maintenance or, in fact, calls for any expense other than a ten-cent bottle of oil in the course of a season, and most riders borrow their mother's sewing machine oil can, and so do not even go to that expense. If it were not for the tires, there would scarcely be any expense whatever attached

to the use of a bicycle, but, as it is, the amount is so small as compared with that of automobile tire maintenance that the bicycle rider may consider himself extremely fortunate."

Good Roads for Minnesota at Last.

After nearly seven years of endeavor Minnesota has succeeded in getting a highway commission law. Most important of all provisions of the new law is that which gives the highway commission power to distribute the roads and bridges fund, which has heretofore been the political grab bag of members from both houses. The State tax of one-twentieth of a mill, amounting to about \$50,000 annually, is to be distributed on recommendation of the highway commission, and will be placed in every county where it will prove the greatest benefit to the general road system of the State.

Under the new road law the State highway engineer will make an inspection of all the road building materials in the State, and will ascertain the most improved methods of construction and improvement of roads by studying the methods of other States. The county commissioners are authorized to outline the work they wish done, and, when approved by the highway commission funds will be provided.

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York. ***

FIGURES CAN'T LIE.



THEY STAND OUT AS

Solid, Unalterable Facts. No Chance for Dispute.

A 10 per cent. grade, one-fifth mile, is equal to 105.6 ft. rise. The amount of actual work required to carry a rider weighing 142 lbs. on a machine weighing 107 lbs. up this grade is equal to $142 \div 107 \times 105.6$, or 26294.4 foot pounds. If this work is done in 25 4-5 seconds, the actual work per second is 1019 foot pounds. This is what L. E. French did in the Hill Climbing Contest, Boston, April 19th.

On a Metz Regular Stock Roadster,

No other rider approached this record. The next best was H. Gordon Hawes, Jr., whose work was equal to 985 foot power per second. **Hawes also road a METZ.**

Some of the contestants were light weight boys who rode special machines with tanks of a capacity of scarcely 10 miles, and an abbreviation for a saddle.

Metz riders were full grown men on Regular Road Models, having a tank capacity of over 100 miles.

METZ FACTORY, = = = Waltham, Mass.

Tigers, All, but Active and Unferocious.



Reading from left to right, top row, Harry A. Gliesman, Henry Van Den Dries, Rudolf Muller; second row, Charles O. Milkoait, Charles Martin, C. P. Soulie, H. Johnson, A. Karsch; bottom row, H. Hintze and A. Hintze, club mascot.

About the Tigers.

Numbers no longer is evidence of the standing of a cycling club. It is by their works that the organizations of to-day are judged, and, from this viewpoint, the Tiger Wheelmen of New York, ten of whom are here pictured, is "no slouch." Due chiefly to the tireless energy of its creator and president, Harry A. Gliesman, it has "done things" with consistent regularity, and, perforce, has been kept in the public eye as few other clubs have been kept there.

The Tigers are essentially a road riding or even road racing club, and as most of them are young and full of "ginger," they are always to be found where the game is liveliest. When they are not promoting a race, or even a home trainer contest of their own, they figure prominently wherever else there is "something doing." The cup shown in the picture is evidence of the sort. It represents

a Tiger triumph in the Century Road Club's Thanksgiving Day road race of 1904, in which the "cubs" scored 198 points against the 57 points of their nearest competitor.

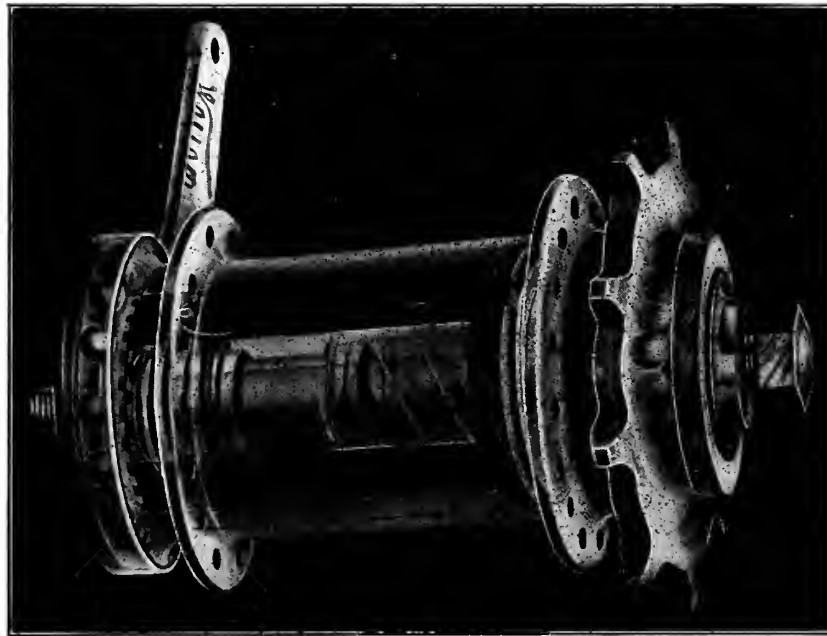
Just now the club is busy perfecting arrangements for what they believe will be the biggest event of the season, their annual spring handicap road race, to be run on Long Island next Sunday, May 7. Sanction to run the event was received from the Borough of Queens officials this week. Judging from the entries that are pouring in by mail, fully two hundred riders will make the start. Entries have been received from points as far South as Tampa and Jacksonville, Fla., and as George Wiley, of Syracuse, and William Blum, of Chicago, are among those booked to start, the race merits more than usual attention. A 1905 Marsh motor bicycle heads the list of prizes; a Stearns racing bicycle and an emmelled bed and mattress (not emmelled)

figure next on the list. It is not stated whether pillows and coverlets will be included with the latter. A Tiger Special bicycle will go to the rider making the best time, and a gold watch and a bronze mantel clock to the next two fastest men.

Krebs Also Goes Abroad.

And still they go. Floyd Krebs, the "Flying Dutchman," of Newark, N. J., is the latest to decide that larger purses are to be made abroad than at home. He sailed for Paris on Thursday. Krebs, it is stated, will go to France and ride for his own resources, unless the Parisian promoters see fit to take him under their wing. Krebs's decision to try for honors on foreign soil came only after the decision of the Newark Board of Police to stop all Sunday racing at the Vailsburg board track. Prior to this he had fully intended to ride here previous to the start of the grand circuit.

The MORROW Made Coaster Brakes Possible



IT CAME FIRST;
ALL OTHERS CAME AFTER—LONG AFTER.

It proved the practicability and
pleasurability of the idea.

The demand for Coaster Brakes
has been built up on the
success of the MORROW.

THE FIRST, IT REMAINS THE FOREMOST.

ECLIPSE MACHINE COMPANY,
Elmira, N. Y.

UP MT. HAMILTON ON A MOTOR

Rider's Impressions of the 27-Mile Climb to the Lick Observatory.

In California, the ascent of Mt. Hamilton from San Jose to the Lick Observatory is one of the things to be remembered. For several years motorcycles and motor cars were prohibited the use of the road, and, indeed, it was only last month that the embargo was lifted. What the ascent means is thus told by H. Walter Burr, who made the climb on a Yale-California:

"The fifty mile trip from San Francisco to San Jose was a mere pleasure jaunt. To one accustomed to work his passage on an ordinary wheel, it is like being transported to the seventh heaven to sit quietly astride a motor bicycle and be carried over the level and up the grades without putting forth the least effort. Such delight! Such exhilaration! Only he who has experienced it can comprehend.

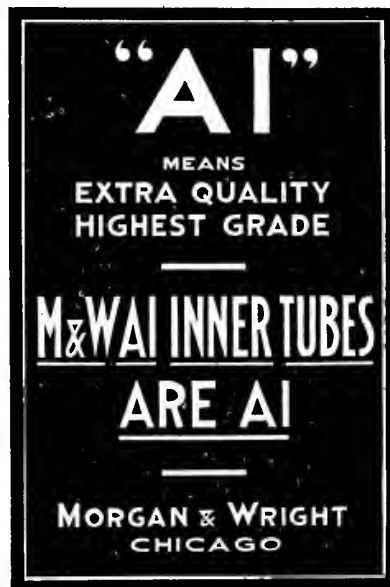
"Some idea of the test proposed for the motor wheel can be gained when it is remembered that Lick Observatory is situated at an altitude of 4,443 feet, while San Jose is at an altitude of only 86 feet. The entire elevation of the ascent to be made on a twenty-seven mile ride is 4,357 feet, or an average of more than one hundred and sixty-two feet to the mile. However, an average does not give an adequate idea of the grades to be traversed, as a great deal of the time must be occupied in going down hills which are to be climbed again. In an air line the Observatory is only thirteen miles from San Jose, but as I looked at the mountain in the evening, I felt justified in sending the following postal to a friend:

Arrived O. K. at San Jose.
All went well, we came like hell.
In the morning at seven
I start up toward heaven.

"That start was made under auspicious circumstances, the faithful wheel taking hold as though it knew something of the difficult journey before it, and was determined to show its ability to climb wherever there was a trail. The approach to the mountains is a picturesque drive, on either side of which is a row of tall trees, sometimes forming almost a perfect arch over the road. Further to the right and to the left stretch out the fruit ranches, the pride of Santa Clara County. The busy prune pickers stopped long enough from their work to call out a glad salute and wish a prosperous journey. This road, which is called Ahum Rock avenue, appears to be almost on a level, because of the gradual slope of the surrounding land. Having no level with which to compare it, and seeing ahead the steep ascent of the mountain, one does not realize that he is climbing one of the steepest grades on the entire route. The little engine understands the situation, and the slackened speed tells you that you are climb-

ing a hill when you thought you were riding on nearly level ground.

"Now is the time for one to study to get the full power out of the engine without in any way impeding the progress of the wheel. This is one of the "tricks of the trade" that sometimes puzzles the novice, and he learns the proper combination just as so many other things are learned—while experimenting he happens on to it. Having once made the discovery, it becomes an instinct, and he cannot explain it to another—each must learn for himself. It is just possible that in climbing an extra little grade the engine may become slightly discouraged. It is not to be blamed, and the fault is probably with the operator. At such a time, a round or two with the pedals, with about the pressure one would use in riding



NEW YORK BRANCH 214-216 WEST 47TH ST.

over a plank floor, will be duly appreciated and the engine will respond readily in expressing its gratitude.

"After a few miles ride the grade becomes still more difficult on account of the numerous sharp turns encountered. While riding on an apparently straight road, one will suddenly come to a place where he must turn on rather short notice and go in exactly the opposite direction. When the citizens of Santa Clara County laid out this road at an expense of \$100,000, it was for the convenience of stage coaches and not for the benefit of motors; otherwise it would have been better had the road made a steeper ascent and turned fewer corners.

"On we go, up grade, making about twelve miles an hour, with scarcely an effort. In a short time the Grand View House is reached. The place is well named. There stretches out before the traveler a regular panorama, which he is better able to enjoy because he is not worn out from the journey. The mountains roll downward until they blend with the valleys, where the fruit groves extend mile after mile. Further away can be

seen the cities and towns that dot the earth like children's playhouses, while still farther in the distance are the beautiful bay and the great ocean. All these grand sights of nature may be seen while riding along the mountain side.

"Soon the road begins to lead downward, and the wheel bounds forward as the engine feels the strain removed, and recognizes that it is about to be granted a rest. This decline leads into Hall's Valley, which must be crossed before continuing the ascent. While the ride down hill is a pleasant diversion, nevertheless one rather regrets that, having come thus near to the top, he must retrace his way downward, only to climb up on the other side. Yet the valley itself is not without its beauties of rock and tree and cliff, which well repay for the descent. After a brief ride beyond the valley there is another slight downward run to Smith's Creek.

"From Smith's Creek it is just two miles in direct line to the Observatory. The great white dome arises out of the ground so near that one is tempted to see if he cannot throw a pebble over it. But let him not congratulate himself that the journey is almost finished, for there are yet before him seven miles of the most circuitous road yet traveled. The engine seemed ready for the attempt, so together we rolled across the bridge and started to "buck the mountain." The road winds in and out like the path of a serpent, and frequently creeps so close to the precipice that one can look over the edge hundreds of feet below and imagine himself and his wheel lying at the bottom in inverted order. However, no such accident occurred, and the wheel was easily steered, the engine doing its work with little assistance. Nearer and nearer we came to the great white dome that was now silhouetted against the sky, and now hidden entirely from view by a projecting rock. At the foot of an exceptionally steep incline I thought "surely the little engine will not make it." Laughing at my doubts she plunged through the dust and rolled up the grade as though she were enjoying a pleasant pastime. Round and round the topmost peak we spun, the circuit narrowing down as we reached the summit, until finally we rolled out in front of the great Lick Observatory, having made the last and steepest run of seven miles in half an hour. After surveying the wonders of the noted place, nothing remained but to mount the faithful wheel, turn her loose, and guide her back down the mountain on the road home.

"No doubt the wild deer that still haunt the fastnesses of the country adjacent to Mount Hamilton witnessed with some surprise the invasion of their realm with the great telescope and its accompanying machinery were hauled slowly up the mountainside and placed upon the very summit. Since then they have been accustomed to watch from a distance the toiling mountain teams and the slow stage coach laboriously wending their way upward until the sight has become a familiar one. What must be their astonishment as they see this new invention gliding with ease over a road which others have found so difficult, proving that wherever a wagon has gone, a motor bicycle can go."

Tall Tale of an American Wheelwoman.

The daily newspapers of England have been regaling their readers with more cycling information of the dream variety. The London Evening News tells of a young American girl who had been cycling with some friends in the Richmond district, and who "lost control over her machine while descending a hill of moderate grade at almost right angles with High street, Richmond.

"Appreciating her peril at the opportune moment, the girl, with consummate coolness, steered her machine straight across High street—fortunately clear of traffic at that particular moment—and wheeled through the open door of an attractive draper's establishment, not stopping until she had placed her machine level with a long bargain counter at the remote end of the shop. She smiled sweetly at the astonished draper, and said, 'Do let me have five more yards of that

lovely blue ribbon I bought here last week!'" This tale was headed, "The American Girl Again." News must indeed be scarce on the other side when the usually conservative English press must needs resort to New York City yellow journal tactics to furnish its subscribers with "news."

Made the Railroad Company Pay.

Irish law, at least, is apparently plain on the point that a railway company cannot relieve itself from liability for bicycles by simply printing a condition on its tickets. John Levery checked his bicycle, and when the destination of the train was reached the wheel had vanished. He sued the company for its value, \$35, but the defendants claimed that as Levery had taken a check "at the owner's risk," they, the defendants, were not liable. The judge before whom the case was argued, however, held a different opinion, and the railroad company was ordered to pay damages and costs.

Fined for "Contempt of Track."

French race officials do not put up with any monkeyshines, at any rate. Last week came the news that W. S. Fenn, the New England "wonder," was fined \$25 for not trying to win, which is now supplemented by the information that Emil Friol was fined 25 francs for "contempt of track." Previous to a handicap race in which he received 10 metres start from Kramer and Poulain, Friol asked the starter if he might start from scratch with the other two, as he wanted to show them what he could do. This the official refused, saying that if the other competitors in the race made the same request it might as well not be a handicap at all. He added that Friol might achieve his object by waiting for the scratch men and tacking on to them. This, however, was not to Friol's liking, and he refused to start. For this he was fined.



Every Dog Has His Day!

THIS IS THE TIME TO

BUY YOUR BICYCLES AND SUPPLIES.

All Standard Goods and Supplies for Bicycle and Automobile Builders and Dealers.

SEND FOR CATALOGUES.

EXCELSIOR SUPPLY CO., - 233-5-7 Randolph Street, Chicago, Ill.



BUCKEYE MOTOR-CYCLE

Neat in appearance, Simple,
Powerful and Reliable.

MORE UP-TO-DATE FEATURES THAN ANY OTHER MOTOR-CYCLE MADE.

It is chain driven, but has an ingenious friction disc in rear hub that compensates for motor shock. **NO MORE BROKEN CHAINS** HAS ONE LESS CHAIN than any other. It is geared back with pair of spur gears inside engine crank case, and only has one driving chain.

AMPLE POWER. Motor, 3 H. P., built in frame.

PRICE, \$140.00

MR. AGENT:—This is the time of year to get busy. Our special agency proposition will interest you. Write FOR IT. DO IT NOW.

OSCAR LEAR AUTOMOBILE CO.
COLUMBUS, OHIO.

The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LI.

New York, U. S. A., Saturday, May 6, 1905.

No. 6

EPHRIAMS MUST EXPLAIN

Creditors Have Receivers Appointed and Seek to Trace Twenty Thousand Dollars.

Ephriam Bros., Buffalo, N. Y., jobbers of material and supplies, are on the road to bankruptcy, and in connection therewith interesting developments are likely. Considering themselves embarrassed, a meeting of their creditors was held in Buffalo on Tuesday last, at which the Ephriams offered a "generous" settlement of 35 per cent.—10 per cent. in cash, 10 per cent. secured and 10 per cent. unsecured. After the Ephriams and their lawyers withdrew from the meeting, the creditors discussed the situation to such good purpose that in the afternoon a petition in involuntary bankruptcy was filed and Allan W. McNabb and Eugene C. Maltby appointed receivers. They qualified and took possession immediately.

Ephriam Bros'. financial statement, as rendered to their creditors, showed liabilities of \$52,000, of which all save \$3,000 is for merchandise. The assets are made up to \$2,800 in accounts receivable and about \$18,000 stock on hand.

The firm bought goods freely during the past four months, and as their sales during that period aggregated \$34,000, the creditors, of whom there are about 150, are anxious to locate the hole through which \$20,000 has disappeared. Some of the creditors do not conceal their suspicions that the investigation will uncover certain friends and relatives. The only explanation offered by the Ephriams is that the money received from sales has been used to pay notes. Who held the notes they do not say.

No Discharge for McKee.

Quite unexpectedly William Allen, referee in bankruptcy, has recommended that a discharge from bankruptcy be denied to Joseph McKee, senior partner in the firm of McKee & Harrington, formerly manufacturers of Lyndhurst bicycles, against whom a creditor's petition in bankruptcy was filed on August 13, 1903, with liabilities of \$29,452 and assets \$4,412.

The action of the referee is based on the ground that McKee transferred property to his wife shortly before the bankruptcy petition was filed. He transferred to his wife,

Arabella, on July 27, 1903, the same day that the firm made an assignment, a bank balance of \$500 and customers' notes to the amount of \$1,186. His discharge was opposed by the Pennsylvania Rubber Company, a creditor. Mr. Harrington died while the bankruptcy proceedings were pending.

Excelsior Absorbs a Competitor.

The Excelsior Supply Co., Chicago, that big Western jobbing house that practically dominates the Western trade, has still further strengthened its position by absorbing the bicycle supply business of the Harrah & Stevens Mfg. Co., Des Moines, Iowa, one of its very few remaining competitors, who also manufactured a few specialties under their own brands. The deal was consummated on April 25, the purchase including the entire bicycle stock, good will, copyright, trademarks, etc., and with the superior shipping facilities of Chicago and with "accurate and speedy shipments," one of the Excelsiorisms there is no doubt that the former customers of the Iowa concern will obtain even better service than heretofore.

Eight Buildings for M. & W.

The construction of eight large buildings have already been authorized for the Morgan & Wright plant of the Rubber Goods Mfg. Co., which, as was announced last week, will be removed from Chicago to Detroit, Mich. A space 400x450 feet will be covered by the structures. Each building will be three stories high, and of extremely solid construction. The buildings will begin about 100 feet north of the old Peninsular furnace and run to the water's edge. The offices will be on the river side. A large portion of the plant will be built on piles.

Wants to Be the Whole Hog.

There is a bicycle dealer in Yonkers, N. Y., whose name is neither Jones nor Mann, who has original ideas of advertising. He has spent quite some money in plastering billboards in his vicinity with a picture of a fat hog mounted on a bicycle, under which appears this caption: "—— wants all the business." It attracts attention and excites a lot of comment of a peculiar nature.

The Retail Record.

North Conway, N. H.—N. A. Bent; new store.

ON THE RISING TIDE

More Testimony to the Fact that the Bicycle Is Renewing Its Prosperity.

As was to have been expected, the G & J Tire Co., with its thread fabric detachable tire, is feeling the effects of the rising turn of the tide that is making the year 1905 noteworthy.

"Our business in bicycle tires has been surprisingly large and is far in excess of the demand for a number of years past," was the reply of H. O. Smith, president of the company, when the "How's business?" query was put to him; and he added earnestly: "It certainly looks as if the old interest had been stirred up, and that the bicycle had taken a new lease of life."

"Astonishing," was the word used by Manager Schweinert, of A. Schrader's Sons, to describe the extent of the demand. "The volume of hurry orders and re-orders that is reaching us indicates that nearly every one in the tire trade has been surprised by the unexpected increase of business." As the Schraders now supply practically all of the valves used on tires, they are really in an exceptional position to view the situation.

How to Get Business.

"When business is slack I go out after it," remarked Andrew Kinloch, who started in the bicycle business in Paterson, N. J., only a month ago. That "going out after it" pays is attested by the fact that, although he started single handed, he is already and despite brisk competition employing two workmen. Kinloch is the same energetic young man who a year ago earned a Rambler motorcycle by obtaining 200 subscriptions for the Motorcycle Magazine. He was the only one of several who not only "got out after them," but remained out until he secured the necessary 200.

Canada Company to Have Offshoot.

It is reported that the Canada Cycle & Motor Co. intends to organize a separate company to take over its Australasian business. It has long maintained a number of branch depots in those British colonies, and thereby has been able to retain a considerable volume of business, although the trade in American bicycles has shrunk sadly.

MORE SHRINKAGE IN MARCH

**Export Figures Tell the Now Familiar Story
With a Bright Spot Here and There.**

The export figures for March simply tell the now old, old story of further shrinkage of America's foreign trade, although so far as Great Britain is concerned, there is a somewhat unlooked for jump from \$27,562 to \$37,346 in March, due in all probability to shipments of accumulated orders in time for the opening of the season.

Germany offers another surprise, and while the figures are but a shadow of what they once were, still an increase from \$3,726 to \$9,722, or between 200 and 300 per cent, shows pretty conclusively that the American bicycle can still hold its own despite vaunted British superiority and German piracy. Italy, France and the Netherlands still exhibit substantial shrinkages, but "Other Europe" remains about the same.

Coming to this side of the Atlantic, British North America, strange to say, shows an increase from \$10,634 to \$18,123, while Mexico and Cuba likewise make advances, proportionate with a slight gain in other South America.

In the Far East there is a bright ray of light where the Philippines are concerned. Evidently the "little brown man" must be taking to the bicycle with ardor, for in twelve months the exports to the new possessions have leaped from \$454 to \$3,489, or just about the converse of other Asia and Oceania, which has backslid from \$3,053 to \$424. Where the remainder of the Orient is concerned, there is little change noticeable from previous months.

The record for the month and for the nine months ending with March follows:

	1904.	1905.	—Nine months ending March—		
	1903.	1904.	1905.	1906.	1907.
United Kingdom.....	\$27,562	\$37,346	\$178,510	\$186,963	\$142,158
Belgium	8,676	.....	24,472	36,851	24,487
France	13,545	6,622	103,730	51,010	25,748
Germany	3,726	9,722	68,680	69,146	35,874
Italy	5,816	2,810	32,239	42,029	15,962
Netherlands	26,037	2,838	53,322	98,280	32,198
Other Europe	31,265	30,486	135,642	134,393	96,689
British North America.....	10,634	18,128	108,848	75,224	70,481
Central American States and British Honduras.....	596	345	2,177	2,371	3,471
Mexico	4,382	5,438	30,630	31,748	34,437
Cuba	1,459	2,863	6,461	12,719	27,113
Other West Indies and Bermuda....	3,910	3,404	28,286	23,991	23,275
Argentina	350	.....	9,662	10,083	11,522
Brazil	1,648	165	5,211	9,968	8,503
Colombia	410	99	703	1,253	3,315
Venezuela	111	25	185	591	326
Other South America.....	1,073	1,324	14,764	12,832	9,868
Chinese Empire	467	273	12,300	11,386	10,570
British East Indies.....	1,697	388	31,475	18,678	6,260
Hong Kong	170	273	2,503	8,073	2,730
Japan	61,171	27,806	317,540	315,233	168,524
British Australasia	18,499	7,697	171,709	246,905	107,951
Philippine Islands	454	3,489	10,855	19,625	6,735
Other Asia and Oceania.....	3,053	424	23,181	16,651	15,981
British Africa	1,228	141	84,923	10,735	1,910
All other Africa.....	200	193	7,492	6,101	3,002
Other countries.....	.....	.....	.....	.....	50
Total	\$228,139	\$162,389	\$1,465,503	\$452,839	\$889,143

About Trade in the South.

After a four months' stay in the South in the interests of the Morrow coaster brake, T. N. Biddle returned to the Eastern field last week. He reports that the demand for bicycles in that part of the country is undiminished.

"It would open the eyes of some of the newspaper editors in the big cities to see the extent to which bicycles are used down there," said Biddle, in relating some of his experiences. "Why, in Miami, Fla., a little town of about 6,000 inhabitants, I was told that there are 4,000 bicycles in use, and any one who sees the number of them stacked about the postoffice at mail time would be forced to believe that 4,000 is not much of an exaggeration.

"It is queer, too, the out of the way places in which good business is to be done. In one place in Georgia, 15 miles from the railway, I picked up a snug order. I had trouble in finding the village on the map, and was amazed to find that its population was but thirty souls. There were not more than six houses there, and yet the owner of the one general store told me he had sold three bicycles that very week and had always done a good business. His was the only bicycle store for miles around, and he did all the business that is done."

Detroit Dealers Plan Busy Season.

If plans of the Bicycle Dealers' Association mature, Detroit, Mich., will have a busy season. Sunday, May 28, is the date set for their first race meet; it occurs at Recreation Park, and it will be a sort of preliminary to the annual Decoration Day road race on Belle Isle course. After the Belle Isle event is run, the dealers will try to hold a meet every Sunday at the George track on Michigan avenue.

HALTING THE TRICKSTERS

British Makers Show the Way to Stop Shysters who Juggle with Good Names.

Although that damaging practice common to the shyster dealers and fake storage companies of the country, to make use of the names of well known concerns or goods as "baits" to attract attention to their own shoddy wares, has been permitted to go unchecked, there are good prospects that the English trade will not suffer so much from such abuses, thanks to the action of the Swift Cycle Co., who have "gone after" one of the British species with a sharp legal stick.

It figures as the case of the Swift Cycle Co., Ltd., vs. Edward O'Brien and Edward O'Brien, Ltd., Coventry, who used tricky advertisements, in which the name Swift, among others, was mentioned in connection with a list of inferior products, together with an ambiguous use of the price of the latter, which made it appear that Swift bicycles were to be had at the same rate. The jury promptly found for the plaintiffs, and though an appeal from the verdict was filed, it seems but little likely that it will be sustained, as the first trial was by special jury. The advertisement in question read as follows:

"Agents wanted for first class Coventry bicycles. A high grade Coventry cycle for £6; Premier, Rover, Coventry Challenge, Swift, Humber, Singer, Triumph, Centaur; easy payments, from 8s. monthly. No publicity; strict confidence and fair terms; buy direct and save pounds. Get my list and you will see where the best value comes from. Two years guarantee.—Ed. O'Brien, the world's largest cycle dealer, wholesale and shipping cycle agent, Coventry."

The contention that the plaintiff had several authorized agents in the vicinity whose business had been seriously injured by the defendants' methods, and that this form of advertisement had been used by him to attract customers who were ultimately persuaded to buy lower grade machines than those made by the plaintiff was well taken. This is an attack upon a well defined evil, and one the influence of which reaches away beyond this specific case. The use of misleading statements in advertising is not legally wrong; but where such statements are made in a manner calculated to affect the business of another concern, or where unlawful use is made of the name of another concern, there is legal redress. The fact that in the past many cases of this sort have been allowed to go unpunished does not in any way detract from the wrong of the matter, nor does it lessen the liability of the offender.

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau street, New York. ***

GOOD AS A TONIC

Body and Mind Benefitted by Outdoor Life with the Exercise of Riding.

"Naught like the wheel can make you feel
That Nature and you are at one,
And equal, together—to any strife,
Worth winning, under the sun!

"For your wheel is yours, to go or stay,
In leash to your lightest sign;
While none, of auto or horse can say
This power is surely mine!

Undoubtedly Zadel Barnes Gustafson, author and lecturer, realized the full import of a delightful spin on a bicycle, out in God's country, unhampered by noisy traffic, when he wrote those lines.

No man, or woman, either, for all it matters, can really and truly be said to be liberally educated until he or she has learned to enjoy the great out-of-doors. The problem of the great unfathomed earth and sky are quite as profound and by far more interesting than many of the brain-torturing and nerve-racking problems to be found between the covers of one of our modern novels. The manner of propounding and solving the two so widely differ that they cannot even be placed in the same class for comparison.

The man who looks at the sky merely for the purpose of speculating whether or not he should wear a raincoat and carry an umbrella, is infinitely worse than a blind man. With such a glorious picture gallery spread before his unappreciative gaze, such an one that no artist has been able to accurately reproduce on canvas, it is evident that his blindness is of the soul—an incurable disease.

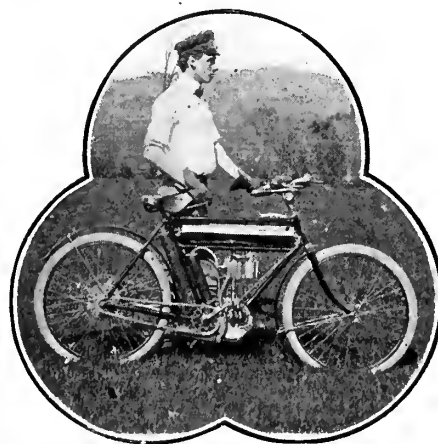
As some one has expressed it, there are two primordial ways of truly knowing nature. One is innate, and comes as natural as the faculty of breathing; the other is acquired by careful observation and liberal education. For this last, the bicycle has been the greatest instructor. Those who have made facetious temperament their sole excuse for gloomy moods and mopes, for a long, solemn, ministerial face and a nobody-seems-to-understand-me-air, have sometimes had common sense enough to discover for themselves that all they needed was a good old-fashioned dose of nothing more nor less than oxygen, taken with periodical regularity in deep long draughts. For such persons of this plethoric nature, it is the best offset for the blue devils and mingled bluing and lamp-black feeling with which they are accustomed to face the morning world.

Actual facts bear out the broad statement that even the "healthiest" mortal is not averse to taking a cure. Home duties is the excuse many a person makes for his own rest cure or sanitarium, where he goes through the whole regime of tonic baths, massages and the like as solemnly and regularly as the most devout patient.

But to the real invalid or the real hypochondriac, which amounts to almost the same

thing, "a cure" is as manna from heaven. It is food and sustenance, it gives them something to think about, something to look forward to and be interested in, and they are willing to try a new one every month in the year just for the pleasure of the important self-satisfied feeling it gives them. Some of them travel five hundred miles or more for the express privilege of reclining in an easy chair in the sun and being fed real fresh grapes three times a day; others pay for the supreme liberty of crawling out of bed at daybreak and tramping barefooted in the dewey grass still others suffer the indignity of being submerged in slimy mud up to their necks several times a week. All of them overlook the fact that for the taking they can obtain the most effective cure, and that is plenty of exercise in the pure ozone.

It was the editor of Success who said, "For chasing away the blues, for clearing the



L. E. FRENCH.
President Harvard Motorcycle Club.

brain of cobwebs and dust, for developing buoyancy, cheerfulness and the spirit of bonhomie and good will toward all the world, I know of nothing more effective than a spin on a bicycle on a broad, level road in the open country.

Of course, there are many who will not agree with him, but they are sure to be those who have never known the splendid exhilaration of speeding through the air with your own strength as motive power, when you are mastered by the "sheer, surging joy of life," the perfect joy, as Jack London writes, of each separate muscle joint and sinew in that it is everything that is not death, "that is aglow and rampant, expressing itself in movement, flying exultantly under the sun or the stars and over the face of dead matter that does not move."

It has only been a few years, so few in fact that is scarcely seems a reality, since the country roads around the cities were fairly teeming with spinning wheels. Then everybody rode—early in the morning, all day and late at night. The trouble is they rode the bicycle till they rode it into the ground, and then gave it up because they were saturated with it.

Now there is a whisper in the air that cycling is once more to become "fashionable,"

To those who loved it for its own sake it has never become unfashionable, but there is that class of faddists, like the imitating sheep, who must always have a leader to follow.

Be that as it may, bicycle riding is a cure in itself, and as such should appeal to all who are touched with inertia, that tired feeling, besides those who are perfectly healthy. The change of atmosphere, the fresh air, the rapid movement, are all potent factors in the preservation of mental and physical well-being, and not one of these are out of reach of the bicycle rider. Benefit by the experience of others, whose scepticism was cured. Try it and see for yourself.

Beware of Salad Oil.

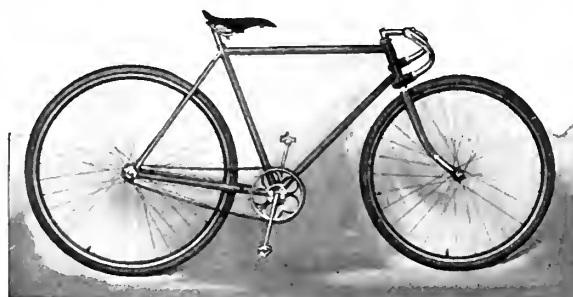
Self-reliance is a virtue which is widely preached to little boys, and not, as a rule, practised to an excessive degree by their elders. Especially in taking up anything new is it noticeable that the average man is prone not only to seek advice, but to take it as it comes along without giving much thought to the fitness of the giver, and without applying an atom of common sense in judging whether or not it is worthy of a moment's thought. Instances in proof of this tendency in the line of the motorcycle are almost without number, and some of them are very amusing.

Recently the tale has been told of a motorcyclist who certainly read the papers and made it a practice to apply all he learned in that way. Being out on the road and far from a repair shop where proper supplies were to be had, he ran out of engine oil, and proceeded to apply a precept of his favorite print by purchasing a bottle of salad oil at a grocer's. His troubles are perhaps better imagined than described, but suffice it to say that he was chastened and enlightened by the experience.

Ferry Provides Facilities for Cyclists.

Many residents of the pretty villages growing up along the Palisades of the Hudson use the bicycle as a means of reaching the ferry at Edgewater, N. J., in their daily or occasional trips to New York City. For their accommodation the New Jersey and Hudson River Railway and Ferry Company has provided racks, located just inside the gates at the Edgewater landing, where bicycles may be left in safety until the return of their respective owners. While the company assumes no responsibility in the matter, the bicycles are under the watchful eye of the gateman, and there has not been even an attempt at theft since the racks were placed last summer. Use of the convenience is free to all comers, and the racks present at any hour in the day an opportunity for study of various types of the bicycle.

The Western division of the Century Road Club of America has a road race "in the works" for May 30. It will be run over the Chicago-Evanston course. The committee has decided to put up a new motorcycle for first prize.



National, Model 80 Special

The weather for the last four months has not been good for racing, but on the other side of the world they are doing good work on the Nationals. The last of January at one meet in New Zealand, two National riders scored four firsts, three seconds, three thirds and six fourths, and at the Timaru Sports, another National rider won all races on the program. They have found out that Nationals are winners, and send 15,000 miles to get them.

In thirty days the sport will begin in the U. S. The Model 80 special National is the winner. Show a sample and it will sell.

NATIONAL CYCLE MFG. CO., Bay City, Mich., U. S. A.

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are more popular and better to-day than ever before. There are no bicycle or motor cycle tires "just as good," although every maker has tried to approach the Fisk Quality.

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, MAY 6, 1905.

Where the Strength Lies.

It often has been remarked that everything depends on the point of view. It applies with more than usual force to the bicycle situation.

In the large cities the number of bicycles in use has, by comparison with the time when it was necessary to dodge them at every street crossing, shrunk sadly. Perforce, the editors of the great dailies are prone to prate profoundly of the "passing of the bicycle." Only a few days since one of them thumbed a copy of a popular monthly magazine, and observing the number of automobile advertisements and the fewness of those heralding bicycles, he sounded a dirge-like cycling note. And it is from such viewpoints that cycling has suffered some hard knocks.

In some respects it is unfortunate that so many editors in smaller communities take their "cues" from the press of the metropolitan centres, for indictments of the industry based on such flimsy grounds are taken up and rehearsed or reproduced until real damage is done. They can be neither checked or explained.

But, as also has been frequently quoted,

"the strength of a nation reposes in the rural districts," which well might be transposed to fit the cycling situation. For it is undoubted that in those districts, which implies the towns and the big little cities, the strength of the bicycle lies. Even the man who has left his arm chair in a metropolitan newspaper office long enough to visit these sister communities must have the fact forced on him.

And it will be found that the fewer the trolley lines in a city or town, the greater is the number of bicycles in use. The average American town has but one, if any, line of the sort, and as a native of one such place recently remarked to us: "We either have to own a horse or a bicycle or walk"; and he added succinctly, "Few of us can afford horses and the walking is not very good."

It is where these conditions prevail, and they prevail generally, that the merit of the bicycle meets with the full measure of appreciation. It becomes so indispensable that to assert that "no home is complete without a bicycle" is not far wrong; and it will be found that there are few homes so incomplete that do not possess more than the solitary machine. Because it has become an article of utility first, of pleasure afterward, does not lessen its value, or, indeed, its benefits since the very use of it involves exercise and deep breathing, and exercise and deep breathing make for health.

If ever the all apparent fact can be drilled into the heads of the superficial writers that than the bicycle there is no means of locomotion at once so convenient, so economical, so ever-ready, so adaptable to all classes and ages and so easily within the reach of all, very much less would be heard of its "passing"; it cannot "pass," simply because it is practically indispensable. But we fear that despite the conspicuousness of that truth, the average editor of a public print will refuse to recognize it.

The Dealer and the Motorcycle.

Mr. Preston's "return to the charge," as printed in another column, is interesting, but not illuminating. The State of Iowa is undeniably all right, and we fancy that Mr. Hopkins's reference to it was merely a "playful poke in the ribs," and not to be taken seriously.

The chief point in issue is that while waiting for the motorcycle manufacturer to meet him what he terms "half way," the agent is simply letting dollars fly past his door and encouraging competition for himself. In the earlier years of the bicycle he was content

to do business on a 15 per cent. margin, which netted him very much less than the figures at present prevailing on motorcycles. Of course, the margin of profit was increased when the output of bicycles increased, and Mr. Preston is quite safe in prophesying that in due course a similar state of affairs will prevail as regards motorcycles. Everything comes to him who waits.

All that is delaying better prices on motorcycles is the tardiness of production in large quantities, and this is delayed by agents who are timid of grasping the subject or who, like Mr. Preston, won't buy because they are waiting for the prices to "come down"; they are unwilling to bear their fair share of the burden of opening a new source of income.

The letter from the Des Moines dealers, which accompanies Mr. Preston's communication, is a typical one. Several years ago they handled a machine that proved unsatisfactory, and last year sold a solitary model of another brand which also gave trouble. Their letterhead shows that they sell everything from automobiles to phonographs and firecrackers and fish hooks, and if anyone may be selected not to throw his heart into any one line of his business or to make small allowances for a new article, it is the merchant who tries to make widely diverging articles of commerce dovetail.

In the infancy of a new industry faith and enthusiasm are prime factors. The motorcycle trade is no exception to the rule, and wherever those qualities have ruled, it is plainly observable in this increasing day that their possessors are reaping the reward; it is the eleventh-hour "bitters-in" who are having their troubles. Mr. Preston and others holding his views had best "butt in" while there is yet time and before the "other fellows" arise and obtain the pick of the plums.

The Street Sprinkling Nuisance.

Every spring and every summer the battle between the Street Cleaning Department and the street sprinkling interests is renewed and fought with undiminished vigor. It is a battle of no little importance, for it involves again and again the question of graft and illegal practice in the way of official corruption. The point in question is simply as to whether the department shall sprinkle and wash and sand the city's thoroughfares according to its own system, or whether the watering shall be left to private contractors, whose interests are personal and sufficiently

strong to give them a very substantial backing in the conflict.

For many years it has been the custom to grant sprinkling privileges to various firms, who, in turn, contracted with the city for the water and used it according to their own discretion in the districts assigned to them, at the same time taking toll from the land owners and carefully refraining from watering in front of the property of those who declined to pay their demands. To lessen their own labor, it has been the custom to literally souse the streets and thus save several trips a day, with the result that the streets were never in uniform condition, but varied from a state of absolute dryness to one of most disgusting slime. And, naturally enough, all blame for the unpleasant state of affairs rested on the heads of the department, while the contractors went scot free.

As a science the business of street cleaning has undergone wonderful developments since Col. Waring's time. The methods of treatment of the different sorts of pavement have been altered and adapted to suit the conditions which obtain in the various localities, and so it has come about that where at one time the brush for cleaning and the sprinkler for dust laying were all sufficient, now the hose and the flushing machine are used to much better advantage in some sections, while the older methods are still suited to others. Experience has proven beyond a doubt that for the smooth paved streets, by far the best method of treatment is to wash them thoroughly with water under pressure, say, twice a day, when traffic is lightest, and to leave them severely alone between whiles. By this means the dust and dirt are not simply laid, but flushed away to the sewers, and the streets, left clean and simply wetted, soon dry off. Under such treatment the dust accumulates rather slowly, even in crowded thoroughfares, and by using sweepers at frequent stations to remove the more offensive material, conditions may be kept wholly satisfactory throughout the busy portion of the day.

With the use of sprinklers, however, the dust and dirt are untouched; they are simply moistened, mixed by the feet of the horses, rolled down by the wheels of traffic and left to dry off in the sunshine. Meantime they are a slimy paste, and so grease the pave as to render the streets extremely dangerous to all users, but more especially so to those who depend on rubber-tired wheels. And the skidding thus occasioned has caused directly more than one serious accident, and not a few narrow escapes daily. These, then, are

the conditions stated briefly. One party is anxious to continue in a business in which there is good, regular return at the expense of comparatively slight cash outlay, and in general but a moderate amount of diplomacy. The other, tired of being held responsible for uncontrollable conditions, is attempting to obtain full sway over what is to all intents and purposes its legitimate province. Brought face to face in the struggle, one accuses the other of a direct interest in a patented flushing machine, and of other wrongs, and the other counters with accusations of graft and political intrigue.

At this time a bill is somewhere in course of passage at Albany which, if carried through, will practically do away with the contract sprinkling system. It is being hard pressed, however, and may not succeed, but whatever the result, it is to be hoped that the system of washing with hose or flushing wagon, indorsed by usage in the greater European cities and proved a success here by repeated trials, notably during the greater part of last summer on Fifth avenue, will be permanently adopted, and that the skidding nuisance, one of the greatest evils of city bicycling, may thus be abolished.

Taking Action Against Shysters.

One of the things that ever has been hard to understand is why none of the reputable manufacturers whose bicycles or other goods, or the names of them, have been used as "stalking horses" by the shysters of the trade never have taken action against the shysters. This gentry resorts to practices and to advertising that are not short of downright fraud. Their methods and their advertised prices of goods that they did not even have in stock have done as much to hurt the legitimate dealers as any other one cause, while the snide goods they have sold have caused thousands to become disgusted with cycling. Yet, year after year, they pursue their nefarious practices, and not one manufacturer ever has said stop or, at any rate, said it as if he meant it. It is refreshing, therefore, to cite the action of the big Swift Cycle Co., of Coventry, as detailed in another column. It proves that where there's a will there's a way. The advertisement on which the proceedings were based is a fair sample of those that have done their injurious service in this country. The action of the Swift people ought to draw to them a lot of royal agents. There is no doubt but that similar action on the part of an American maker would achieve the same results.

Preston Returns to the Charge.

Editor of the Bicycling World:

I have read with much interest the reply of Mr. C. C. Hopkins, of San Francisco, to my communication which appeared in the Bicycling World of April 1 last. There is no reason why that gentleman should be ashamed of Iowa; she is one of the best, if not the best, States in the Union in a great many ways, and she also has three Hopkines left in the bicycle business in the "small country town" of Des Moines. They have had a small taste of the motorcycle business, as is shown by their letter, which I inclose.

I did not say that I knew all about motorcycles or that they were not being used. I did say, however, that the motorcycle makers would have to meet the bicycle dealers at least half way if we are to do business with them. I still stick to this assertion, and believe that 1906 will see it come true. This opinion is shared by two other well to do bicycle dealers of my acquaintance, making it appear that I am not the only crank in good old Iowa, after all. If I had to pay the \$26 express charges, which Mr. Hopkins, of San Francisco, says he has to pay, I would not have enough profit left to buy shot to kill a rabbit. It certainly would like to know what makes of motorcycles Mr. Hopkins cannot get fast enough; I might be able to tell him where he could get one occasionally.

W. H. PRESTON, Grinnell, Iowa.

[The letter of Hopkins Bros. Co., Des Moines, Iowa, to which Mr. Preston refers, merely recites the same old story about having had an agency for a particular motor bicycle several years ago, none of which were sold; and also refers to the sale of a machine last year which gave trouble and induced them to make up their minds "not to bother with motorcycles again," because, in the first place, to use their own language, "they cost too much," and because purchasers "think that dealers ought to sell the machines at cost in order to prove themselves 'good fellows.'" —Editor.]

Dates Set for Motorcyclists' Meet.

The date of the annual meet of the Federation of American Motorcyclists, at Waltham, Mass., has been definitely fixed for the week of August 7-11. This is one week later than was originally intended, the change having been made necessary in order to secure the co-operation of the Waltham carnival committee and thus assure the holding of one of those fairylike illuminated carnivals on the river which have earned fame for the Watch City.

Early, Too, May Cross Continent.

It is quite possible that Harry Early, centurion of the New Jersey Division of the Century Road Club of America, will accompany his club mate, Emil Leuly, on his trip from Hoboken to San Francisco, which is due to start June 1. Early is endeavoring to complete the necessary arrangements, and hopes to do so successfully within the next few days.

WILL TEST THE LAW

Vailsburg Track Owners and Police to Lock Horns on Sunday.

Some scene very much out of the ordinary is likely to be enacted at the Vailsburg board track, near Newark, N. J., on Sunday. On Thursday Acting Chief of Police Adams summoned Charles B. Bloemecke and Fred W. Voigt to the Newark police headquarters and informed them that if they attempted to hold races at the board track on Sunday they and the riders would be locked up.

"I simply wanted to let Mr. Bloemecke and Mr. Voigt know that no racing would be permitted," said the Acting Chief of Police. "The Police Commissioners have forbidden it, and I will carry out their orders if it takes every officer in the department to do so."

"That race meet will positively be held," said Mr. Bloemecke after his interview with the acting chief. The track owners have good cause for complaint, as despite Newark's so-called claim of good moral standing, Sunday baseball and all other sports except bicycle racing are allowed to have full sway.

Just what the outcome will be is uncertain, but the object of the promoters is to make a test case and carry it to the highest courts, if need be, to determine why Sunday bicycle racing is discriminated against. According to the emphatic declarations of the owner and manager, the races will certainly be started on Sunday afternoon. Whether they will be allowed to be finished or not remains to be seen.

The races will be the same as were announced for April 9, when the decree of the Police Board put a stop to the continuance of the meets. Of course, the match between E. S. Root and Floyd Krebs is off, as Krebs has sailed for Paris. Enough other scratch and handicap races, however, will combine to make the meet interesting. If, with a capital "I," the races are permitted to be run off.

Adee Goes Abroad as Usual.

Second Assistant Secretary Adee of the State Department sailed from New York Thursday for Havre. He has taken his bicycle along, and will make at fifteen hundred mile tour through France. He will be accompanied on part of the trip by Alexander Tharkara, United States Consul at Rouen, who is still an ardent devotee of the bicycle.

Mr. Adee is one of the most consistent bicycle riders of Washington officialdom. His annual vacation for several years past has taken the form of a cycling tour in Europe.

Muskegon's Motorcycle Meet.

The Muskegon Motorcycle Club, Muskegon, Mich., has secured the first sanction issued by the Federation of American Motorcyclists for a race meeting. It occurs May 30, on the driving park track. Six events are programmed—two five-mile open races and one two miles, and one of one mile, for standard (110 pounds) machines; the sixth event will be constituted of time trials.

Work of the Americans in Paris.

According to Paris advices of April 23, Frank Kramer and W. S. Fenn, two of the Americans who are making things hum in Paris, are qualified to ride in the Grand Prix de Pâques, at 1,333 metres. Both Americans finished first in the heats in which they were entered. Mayer, Poukain, Jacquelin and Schilling also qualified.

Lorgeou and Guignard seem to have partly reversed tables on Hugh MacLean and Menns Bedell. On April 19 Bedell and MacLean rode rings around the Frenchmen. The following Sunday, in a twenty kilometre motor paced race, Lorgeou finished first in the first heat, with MacLean second. In the second heat Bedell crossed the tape far in the lead. Guignard was second. The final heat was not finished that day.

What Comes of "Hanging On."

One of the great dangers of riding a motorcycle behind an automobile enveloped in a cloud of dust was exemplified last Saturday. Three New York motorcyclists tacked on behind a big touring car on the Merrick road, on Long Island. One of them passed the car and another lost it, but the third kept right on behind in the cloud of dust. As he drew out to pass it at the Springfield railroad crossing he dashed into a passing train. His left thigh was broken and his right hip torn and the bone fractured.

Minneapolis Dealers Stood Treat.

Two hundred and fifty riders made the run from Indianapolis, Ind., to Fairview Park last Sunday. It was the spring reunion promoted by the Indianapolis Dealers' Association, and the important part to the cyclists was that the association "stood treat" for everything. After luncheon a baseball game enlivened things. The Pierce team, made up of men who ride the machine bearing that name, crossed sticks with a medley nine. The Pierces were victorious, the score being somewhere in the neighborhood of 25 to 10.

Wants Cyclists to Carry Numb rs.

Cyclists in the District of Columbia will have to be numbered, if Commissioner McFarland has his way about it. He also proposes to make the pedal pushers pay an annual tax of \$1. However, there is no cause for alarm yet, as McFarland will have to confer with the other commissioners before the ordinance is passed, and there may be a majority of dissenting "nays."

Will Turn at Massapequa.

The annual spring century of the New York division of the Century Road Club of America will be run on Sunday, May 14. A feature of the run will be the race home from Massapequa. Each club which enters twenty-five riders is entitled to choose its own pace-maker.

"Motorcycles: How to Manage Them," Price \$1. The Goodman Company, 15 Nassau Street, New York. ***

WALTHOUR WINS AGAIN

Trounces Both Moran and Butler in the Presence of his Homefolk.

"Bobby" Walthour won his second race since his reinstatement by the National Cycling Association board, at the Piedmont track, in his home town, Atlanta, Ga., when he defeated James F. Moran, of Chelsea, Mass., in two heats out of three in a five-mile motor paced event.

Promptly at 9 p. m. John Shillington Prince, who is now Walthour's trainer and who promoted the game, of course, started Walthour and Moran off for the first heat. Gus Lawson paced Walthour, and William J. Saunders manipulated the motor for Moran. Walthour took the lead from the start, and gradually pulled away from his opponent. When the tape was crossed Moran was half a lap in the rear. Time, 7:11 2-5. In the second heat the two made a standing start. Moran, to all outward appearances, had little difficulty in keeping far ahead of the erstwhile "kicker," and finished first in 6:57 1-5. Both riders started off well together in the last heat. Walthour took the turns at full speed and soon lost Moran. In the last mile Walthour bent down over his handle bars and showed his oldtime speed by putting a good lap between himself and Moran. Walthour's time was 7:16.

George McAlpin and Peter Cefalu straddled their motor bicycles for a two-mile "go." McAlpin was far in the lead when the tape was touched. His time was 2:54.

Thursday night of this week the veteran Nat Butler, of Boston, was trimmed by Walthour in two out of three heats at five miles each. The first heat was from a flying start, and Walthour finished first by half a lap. Time, 6:56. Butler crossed the tape first in the second heat by a narrow margin of half a length. The five miles was reeled off in 7:22. Walthour jumped into the lead from the start in the final heat, and when the finish was called Butler was 150 yards behind. Time, 7:14. The second and third heats were from a standing start.

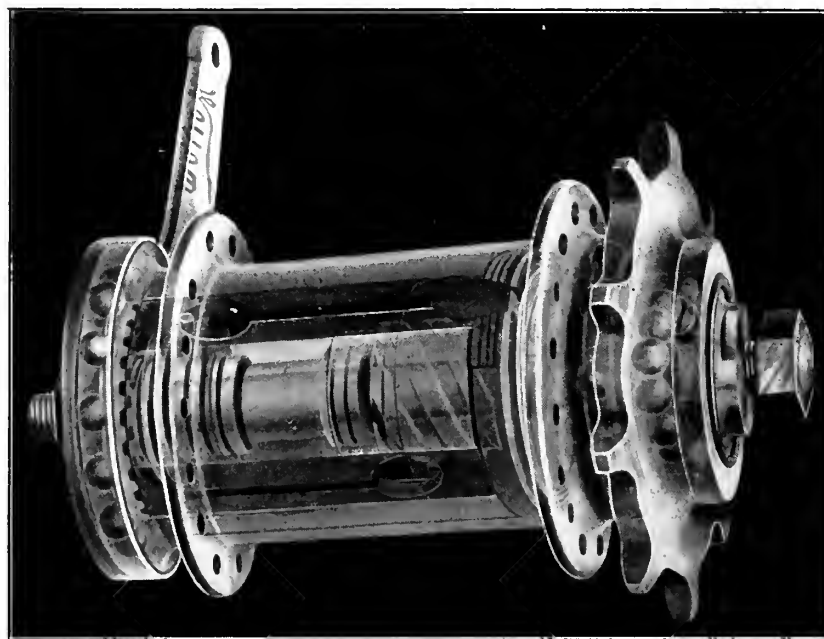
Good Time in Famous Race.

France's time honored annual road race from Paris to Roubaix was run for the tenth time on Sunday, April 23. The sixty-six starters were sent one their 265 kilometres (164 miles) at 7:55 a. m. While climbing the Saint-Germain hill one of the riders fell, and brought down l'etit Breton, who teamed with Jean Gongoltz at the last six-day race in Madison Square Garden, New York City. The first man to reach Roubaix was Tronselier, who covered the 164 miles in 8:01:00. Potier, another French crack, was second, in 8:08:00. Comet finished third, in 8:16:00.

Milwaukee's Motorcyclists Organize.

Milwaukee, Wis., now has a motorcycle club, of which Dr. S. T. Lewis is president, but who is now, however, in California. The club started with a membership of thirty-six.

The MORROW Made Coaster Brakes Possible



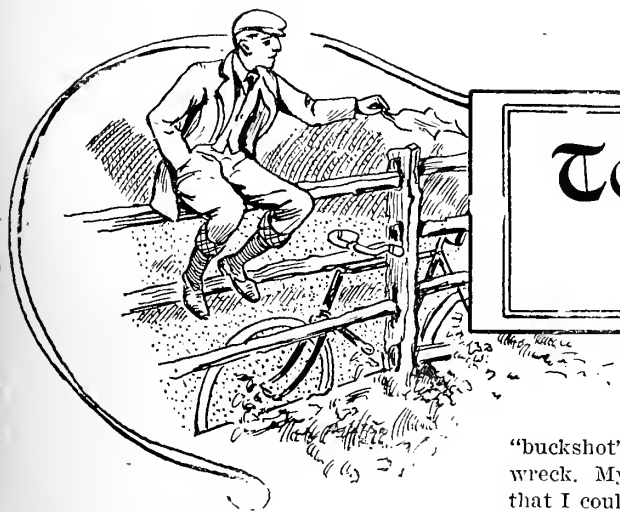
IT CAME FIRST;
ALL OTHERS CAME AFTER—LONG AFTER.

It proved the practicability and
pleasurability of the idea.

The demand for Coaster Brakes
has been built up on the
success of the MORROW.

THE FIRST, IT REMAINS THE FOREMOST.

ECLIPSE MACHINE COMPANY,
Elmira, N. Y.



Towns Through which I have Toured

Touring may not affect others as it affected me, but some of the pleasantest memories and some of the most lasting ones that I can call up are those of particular towns through which I passed or in which I spent a night. It is queer what incidents will sometimes fix a speck on the map in a man's mind.

Almost from the first day I became possessed of a bicycle—and that was some twenty years ago—the desire was strong to leave the beaten path, and in that long span of years I have left it many times for many hundreds aye! thousands of miles. I have ridden in twenty-two States, in Canada and in five countries of Europe and two of Great Britain. How many towns I have visited I have not the faintest idea. The number certainly must run well into the hundreds, and yet I can recall as vividly as if it were yesterday the destination of my ramble and the incident that rooted in my memory. I had been riding but a few weeks, and of course straddled an "ordinary," or high bicycle. Almost as much a matter of course, I rode one at least two sizes too large for my length of leg—a 52-inch wheel; ultimately I "came down" to 48. Pneumatics were undreamed of in those days. We used, "shoe-string" solid rubber tires that were two degrees better than nothing.

The route of my initial ramble lead over a common, very common, ordinary every day road—the kind that is inches deep in sand when dry, feet deep in mud when wet. I set out alone a few days after a rain, when the road seemed at its best. The wagon tracks were deep ruts, but the horse path rendered it fairly hard. The subsoil was of clay—"buckshot" soil, I believe they called it, because, I suppose, the horses' hoofs hammered it and cut it into a series of serrations akin to the teeth of a buzzsaw. I'll never forget that ride. Never since have I had the nerves so literally pounded out of me. I was badly shaken up before I reached my destination, but it was as nothing to the experience on the return trip. Between the distension of my leg muscles, due to the too-long reach and the vibration caused by that

"buckshot" road, I was soon a nervous wreck. My arms became so numb and sore that I could no longer hold the handlebars to guide the machine. I fell off and let the machine lay where it fell. I sat at the edge of the roadside ditch in almost an agony of pain. I do not exaggerate when I say that by nerves actually were so unstrung that tears flowed down my cheeks in spite of me, and I know not why. I sat there I scarcely know how long. The very thought of holding those bars again was torturing, and when finally I tried to remount, I was so utterly undone that I could not do so. I tried again and again and again, every skip bringing pain with it. I was a lonely road, and there was no helping hand or friendly telegraph pole in sight, and how, therefore, I finally climbed onto that bicycle and reached home ever has been a blur to me. I often have thought that I was only semi-conscious. I have had many hard and much longer rides since that day, but never was I so thoroughly racked, so thoroughly tortured, by vibration. I never have been able to account for it, for I was young and strong, and in the best of health. Once, long afterward, I "rode myself blind" and to a standstill in a fierce scorch, but the feeling was of an entirely different sort.

In those early years I lived in a locality as flat as a ballroom floor. Not within fifty or a hundred miles was there anything suggestive of a hill, and in due course I was imbued with ambition to see and climb one. To reach it a railroad journey was necessary. When I disembarked, mounted and, turning a corner in the little town, suddenly saw ahead of me what looked like the earth standing on end between two rows of trees, I think my hair stood up straight. I know my heart beat fast, and that my eyes bulged an inch or two.

Let those smile who will, but I tell you the first sight of a hill to a man accustomed only to the level is not easily forgotten. I had become a pretty sturdy rider by that time, and the thoughts of failing to surmount that grade in the presence of my two companions, residents of the town, was galling. I don't know what I said, if, indeed, I spoke at all. Probably I was too occupied with my thoughts—so occupied that we seemed an unduly long time in reaching that hill. Finally I mustered sufficient spunk to ask what

had become of it; it seemed to have literally faded away.

"Why, you are over the top of it now," was the response.

And, sure enough, I had climbed it without being aware of the fact. This sounds funny, but it is true. The hill was really no hill at all; it was simply a short, gentle grade that, strange to my eyes, had been at first sight magnified into a mountain. I have to smile when I think of it—smile because now I know that that town did not possess a grade that merited the designation "hill."

Afterward when relating my experience I was told that a real hill did exist near a little town about seventy-five miles from my home place. The railroad train carried me to it a few Sundays later. It was a case of "I came, I saw"—it conquered. It was more of a hill than the other one—short, but what then seemed steep. The road was sandy, and, as the footpath was hard and smooth, I sought it and started upward. The roadside ditch was deep and full of water, and—well, to make a long story short, I never reached the top of that hill a wheel. In some way I rode into the ditch. I rode home in a baggage car, and wherever I sat I left an impression. This remote little town was also engraved on a tablet of my memory by a tree just outside a graveyard. A negro had been lynched from a limb of it, and that very night a bolt of lightning had almost split the tree in twain.

Years afterward, when I removed to a part of the country where hills are the rule and levels the exception, to employ the expressive slang of the day, "my cork was pulled" many times and oft, and, though safeties—50-pounders—and pneumatic tires were the vogue, I had some experiences akin to that memorable ride on that "buckshot" road. The crowd I rode with were hardy natives and hill climbers beyond dispute. I was usually inveigled into accompanying them by assurances that they would lead me over a "nearly level" road or a road on which they were "no hills to speak of." To them these roads probably were "nearly level"; to me they were mountains. I was always the tall ender, and worked my passage like a galley slave. Though it seemed that never would I be able to climb hills like my companions, I hung on as best I could, and, though often severely punished, finally, after

1905 Photograph Run of the New Jersey Division, C. R. C. A.



about two years. I acquired the knack, and then followed that exquisite satisfaction that comes of being able to "do" and to laugh at fellows who once were wont to laugh at you.

One other cluster of houses yeilded a town I well recall for the good reason that it marks my shortest tour or Sunday ramble. It was in the adjoining State, and I had been told that there was a good road leading through an aromatic pine woods for several miles. The inducement was sufficient for me to pile the old high wheel aboard a train. I reached the town all right, and immediately took to the road. Ideas of the goodness of a road always differ. This alleged "good road" probably was good—for ox teams. It was inches deep in soft, shifting sand, but the pine trees were there, and, having shed their dry "needles" profusely, it seemed that the crust they formed might support a bicycle. I undertook to find out. The "finding" occurred within a space of two hundred yards. The pine needles and the shadows made the exposed roots of the trees

hard to distinguish. I failed to distinguish one in time, and when I picked up myself and my wheel one of its cranks was missing. It had broken off short. I had ridden just far enough to be now able to include Mississippi in the list of States in which I have cycled.

Of the many foreign towns through which I passed on two different tours, Tonnerre and Sallanches, in France, are fixed as with rivets in my brain—Tonnerre because of a restless night after a hard day's ride. If ever a town cannot excuse itself for not knowing the hour, Tonnerre is that town. Of course, it is stretching it to say that there are a million clocks in the place, but that is the impression I retain of it. There must surely have been not less than a dozen of them within sound of the little hotel—all possessing more or less musical chimes and all striking the quarter hours. If you can imagine such a collection striking these quarters, no two of them at the same moment, you can imagine why my memory of Tonnerre is so vivid, and figure out for yourself

how long it would take to transform an "insomniac" into a raving maniac.

Sallanches, within sight of Mont Blanc, is green in memory for quite another reason, and not because of Mont Blanc, either. We—there were two of us—had decided to spend the night there. When we dismounted in front of the third rate hotel, seated in front of it was a collection of apparently as choice a crowd of mountaineer cutthroats as fancy could conceive, and the toughest of the lot was a chap in dirty knickerbockers that hung loose almost at his ankles, a rusty black sweater and a soft hat, very much the worse for the weather and with the brim flapping the wearer's ears. We remarked our apprehensions one to the other, and when we took our wheels indoors and beheld there a high grade, blue rimmed American Columbia our astonishment was beyond expression. We were sure then that we were "up against it" and that some previous American tourist had had occasion to redline Sallanches. But we padlocked our wheels and put on a brave front. At the one big supper table at which

all the "cutthroats" had gathered, we talked in whispers and looked at them out of the corners of our eyes. Judge, then, of our surprise when the "toughest" of the lot finally addressed us in good English, with an undoubted Yankee twang.

Not to spin out the tale, but we were his good friends within an hour. He proved to be a Massachusetts school teacher and the owner of the Columbia. He confessed that he had set out to emulate Hannibal and cross the Alps, but, finding the task too hard and too hot, and after being arrested for riding a brakeless bicycle, he had left Italy and made tracks for France. He had with him only the clothes he wore; his "luggage," carried in his tool bag, actually consisted only of a toothbrush and a piece of soap. He had no particular destination in view, and for two days accompanied us. He was good company, but certainly was a disreputable looking character.

Kipling Creates a Cycling Simile.

Time was when the popular song, the little love story in the Saturday evening edition of the daily paper, and a host of other harmless fiction revolved about the bicycle—had it as its very essence and only reason for being—cycling songs, cycling stories and what not.

It has had to give way to its heavier and more romantic rival, the automobile, in the general run, but that it still holds an honored place, even in the literary world, is evidenced by this from Kipling's latest work. Speaking of a torpedo boat machinist, one of his characters in "Traffics and Discoveries" says: "'E's a fust class hengine room hartificer. If you 'and 'im a drum of oil 'e can coax a stolen bicycle to do typewriting.'

Galvin, Not Prince, the Guilty Man.

There is an old adage which reads, "Give the devil his dues," but that does not necessarily imply that he should be accommodated with more than his share. Seldom does the *Bicycling World* give credit where it is not "deserved." The Richmond (Va.) fiasco—a fake of the rankest sort, in which a boy was permitted to masquerade as "Mlle. Violet," of France—as exposed in the last number of the *Bicycling World*, and which Prince was charged with knowing something about. For once in his life Prince was guiltless. "J. Frank Galvin was wholly responsible for the deplorable fake," states a man who is in close touch with Prince and his affairs.

Hartford Club Keeps Its Home.

Although a justice's jury on Wednesday of last week decided for the Travellers' Insurance Co. in its action against the Hartford Wheel Club, of Hartford, Conn., to eject the club from the rooms which it occupies at the corner of Main and Grove streets, the club will continue to occupy its headquarters for a longer time than the verdict of the jury would warrant. On Saturday Andrew J. Broughel, Jr., acting for the club, gave a bond to take the matter to the Court of Common Pleas on a writ of error, alleging that Justice John F. Forward erred in charging the jury,

ON A BLIND RUN

It Ended in a Surprise Unpleasantly Different from the One Intended.

The other evening three or four oldtimers were talking over bicycling matters at the club, and in the course of events, as is always the case, "fell to anecdoting," as the old lady said.

"I'll tell you something that happened to another fellow and me one time," said one of them, "that was intended to be a surprise party and turned out doubly so. It was just at the time when blind runs were beginning to be popular. There was a little bunch of us who always travelled together,

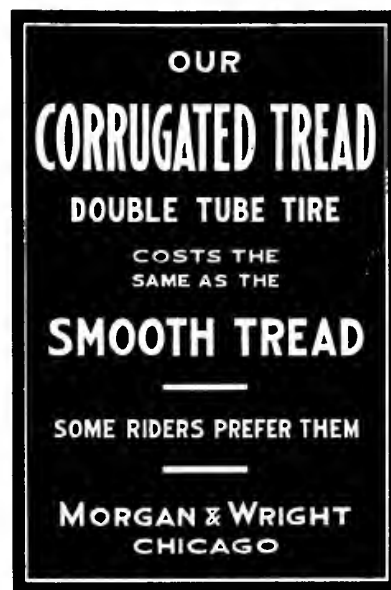
it all in the juniper. Then, having made certain that we had not been observed, we sneaked back to town and managed to get in without being caught by any of the gang.

"Well, 4 o'clock came, and we started off in fine fettle, with a fair wind and everything favorable. We led them a merry ride uphill and down, and landed up at a famous spring some two miles back of our real destination, which it was not hard to make them all believe was our objective. After loafing about there for a while we started back, taking byroads, and finally coming to our pasture. Now, by this time, it was nearly 7 o'clock, and the girls were beginning to get tired and hungry, and already, one by one, each of the men had gotten hold of either Jack or me and asked if there was to be anything doing in the eating line before long, and pointed to the tired condition of the girls, and, finally, in despair of getting anything out of us, had gone on mad. So when we proposed to dismount and climb a stone wall just to get a view we were treated somewhat coolly, not to say snubbed. But we persisted and won out, highly elated; for it was our plan to have the finding of our store come as a grand climax and we had been doing our best to work up a suitable atmosphere.

"So in due season, having kept them at the view till it was getting pretty threadbare, Jack, on some pretence or other which I did not understand at the time, managed to cut one of the damsels out of the bunch and lead her over to the particular juniper clump under which our goodies were hidden. I was watching, secretly exultant at the success of my little scheme and quite proud of it all. But presently it seemed to me they were pretty long in making so simple a discovery, so I went over to help. There they were, both of them, tramping madly back and forth and hunting every bush in sight. But there was something decidedly wrong, for the tucker failed to materialize.

"Not to stretch it out, the stuff was gone; plum and clean gone; not a vestige of it in sight anywhere. And, to cap the climax, and 'twas a real climax, too, for Jack and me, the whole crowd refused to believe us when we confessed the scheme. It was really very unpleasant, especially for me, for I had borrowed plenty of table silver and some linen from the house without troubling myself to explain where it was going, and I began to get cold feet when I thought of all that was involved.

"All the long, hungry way back to town we went without being noticed, Jack and I, though the others said more than was really called for, and it was many a long day before we got back our graft. And do you know," he concluded, "I vowed then and there never to mix again in a blind run, and I haven't, and I'm not likely to, either, for the memory of that one is strong with me yet."



NEW YORK BRANCH 214-216 WEST 47TH ST.

and as we all owned bicycles we did quite a lot of riding; were, in fact, a little club without an organization. Of course, as each of us had a girl, and as all of them rode, too, it was up to us to plan out all kinds of runs and trips and excursions, and we were always racking our brains for something novel and original along that line. Well, one day I had an inspiration, and lost no time in letting in my particular pal, and as it found favor in his sight we proceeded to frame up a nice little plan and put it into execution.

"It was to be a blind run. That was all the others knew, though they kind of smiled when they heard that the start was to be made at 4 o'clock in the afternoon, and doubtless had visions of some kind of a 'feed,' but they knew better than to ask questions. As for Jack and I, we hunted up a nice little spot in a pasture way up on a hill overlooking the town and just suited for a sunset picnic. Then the morning of the run we started out with a horse and wagon loaded down with sundry tins packed with all sorts of essentials, and drove up there and cached

"Motorcycles: How to Manage Them." Price \$1. The Goodman Company, 154 Nassau Street, New York, ***

WHEELER'S CYCLOMOBILE

**Down East Ingenuity in Rural Seclusion
Evolves the Motorcycle of the Future.**

Editor of The Bicycling World:

One of the best features of the country districts is that they are breeders of new thought. The cities would run down and degenerate into innocuous desuetude if it were not for the flood tide of new life and vigor which wells up into the cities from the rural communities at all times. It is the freshness of the minds which have learned to think next to nature's bosom that, coming to the great commercial centres of activity, are capable of taking up the management of the moneyed interests and of the nation. Yes, the country is the natural dwelling place of genius, and the city is but its harvest field. Most inventors live in the country from choice, because they have more leisure to work out their ideas there than elsewhere.

I tell you all this merely to show my own qualifications for the matter in hand, never having been in New York myself.

Several years ago—three, to be exact—I set about my life work of perfecting the motor bicycle into a form which would make it thoroughly practical and at the same time within the reach of all. At last, after overcoming many difficulties and after ceaseless labor, I have perfected my ideal and am shortly hoping to be able to place its benefits within the reach of my fellow men. The patents will soon be granted to my counsel, Mr. Dan Wormwood, J. P., of this place, who has full charge of all my legal affairs, and he will take steps to form a company for the manufacture and sale of the "Cyclomobile." He advises me not to say anything about the matter until his plans have further germinated, but feeling as deeply as I do the importance of my invention to the world, I feel that no time now should be lost in preparing the public for the grand surprise and eruption which is to come in a few months when the machine is placed on the market, and having paid the \$300 which Mr. Wormwood tells me is the cost of a patent, I feel that there can be no harm in giving a brief description of it to the public through the medium of your most esteemed paper, of which I have been a constant reader from the first.

You will see from the drawing which I send you at the same time that the cyclomobile combines the advantages of the bicycle in every way, with the easy riding comfort of the best carriage. You don't have to straddle and kick on the cyclomobile. It is not, in any sense of the word, however, an automobile, being far different from them to which I am opposed and built on bicycle lines. Its advantages are, first of all, that there being but two wheels, the best part of the road can be used, and you have but

one track to look out for, and is therefore much easier to handle. The body, being placed very high, has three advantages: first, the bicycle style of frame may be used, which is very strong; second, it is away from the dust and mud of the road, and, third, which is rather hard to describe, but depends on the principle that it is easier to balance a long pole on your finger than it is a short one, as is well known. The steering gear will also very materially help this. The engine is of 3 horsepower, and is easily managed by means of two little levers under the steering wheel. I will not further describe my invention, having merely outlined it. The body is very easy, and the springs are arranged to yield in any direction. It is sufficient now to explain the new



JABEZ WHEELER'S CYCLOMOBILE.

principle of putting the body on the bicycle frame, merely in the interest of science, which I hope you will print in addition to the picture.

I regret to state that I have not been able yet to use the cyclomobile as much as I would like owing to a strange sentiment against progress in this vicinity, a prejudice which has for several years been directed against me and which manifests itself in the attitude of the boys of the town, who annoy me exceedingly whenever I and my machine appear on the street. But science will triumph in the end, and the enemies of advancement will ultimately be brought to see the error of their ways. Yours for progress,

JABEZ WHEELER, Lubec, Me.

Why Onalaska is Excited.

Cyclists in Onalaska, Wis., wherever that is, are much aroused over the threatened enforcement of the old ordinances prohibiting bicycle riding on the sidewalks. Every street in the town is covered with loose sand from three to six inches deep, and if the ordinance is actually enforced it will practically mean the extinction of bicycles there. Signs were put up one day last week by the council calling attention to the ordinance, but the next morning none were to be seen. 'Tis whispered around town that some of the more adventurous spirits got busy during the night. The cyclists aver that the resurrection of the long forgotten ordinance is an unmistakable piece of spite work.

VAILSBURG'S BLUE LAWS

**Forcible and Sensible Protest Against the
Prohibition of Sunday Racing.**

Naturally, the Bay View Wheelmen are exceedingly sorry that the Police Commissioners have decreed that the Vailsburg track shall not be open on Sundays. Several of the sprinting members had their eye on the amateur championship for 1905, and the ruling of the powers that be has seriously affected their plans. At the last meeting this letter to the public, which explains itself, was ordered to be published:

"To the public:

"The committee on athletics of the Bay View Wheelmen views with regret the stand taken by the Board of Police Commissioners in prohibiting the Sunday bicycle games at Vailsburg track. It is not for this committee to criticize carpingly or to make comparisons and ask why the bicycle game has been singled out, but we are of the unanimous opinion that our sport is clean, that the games at Vailsburg have been decently conducted, and that in the past thousands of young men have had keen enjoyment out of them, either as participants or spectators.

"This committee believes in the outdoor life within proper bounds. Our young members are trained with that view, and it is our earnest belief that we thus aid in making good citizens, with clean bodies and clean characters.

"We do not know what caused the sudden action of the police. If complaint has been made, we and others would have been glad of an opportunity to present our side of the case.

"In the past the Bay View Wheelmen have been represented in every amateur race at Vailsburg. For this reason special plans had been made, and it was confidently predicted that the amateur championship of the United States would come to one of our members. The closing of the track on Sunday practically brings an end to our sport.

"This we believe to be wrong, especially so in view of the discrimination which is so plainly shown. Like all outdoor sports, the bicycle game requires its devotees to lead a clean and abstemious life. If no other argument could be brought forth in its favor, the training necessary and the self denials which are essential to gain even moderate success in competition speak for themselves. They make sane and clear headed men out of ambitious boys. We believe in our sport, we know it is beneficial, and we also know that we are voicing the sentiment of the five hundred and odd members of our club when we take a stand in favor of our Sunday games.

"We have decided to record these sentiments on the minutes of this committee, to send copies of this statement to the Board of Police Commissioners and to the public press, and to make, at the next meeting of the club, such recommendations to the body as may be proper."

Bicycle in the Forbidden City.

Among other things that Colonel Younghusband and his band of "Tommy Atkinses" found in the sacred city of Lhasa that had hitherto never been profaned by the feet of an infidel, not the least to surprise them was a bicycle of the days of auld lang syne.

It was discovered by the captain of the regiment, who subsequently regretted not having acquired it as a curio, but adds that the old man in charge of the bazaar where it was unearthed replaced it in his shop with the utmost care the moment the inspection was concluded, apparently regarding it as some form of talisman, as he was not anxious to part with it.

It was of English make—a relic of that bygone day when a 30-inch front and 28-inch rear wheel, with enormous rearward drooping handle bars and brake lever ditto were considered very businesslike. The bars had to droop back considerably because the rider was perched at the bottom of the steep incline formed by the top bar of the frame, and was right over the hub of the rear wheel. Pneumatic tires, no gear in particular and a lamp of the type flatteringly referred to as "one of those tin smoke pots" in its day, complete the outfit.

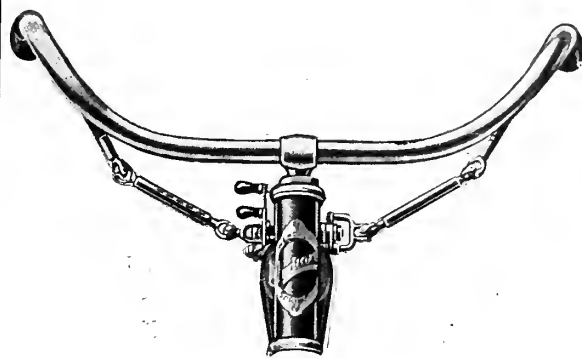
There are few inventions of modern times that have penetrated to the uttermost ends of the earth to the extent that the bicycle has, but how this specimen ever reached its present resting place over the distance intervening between Lhasa and the nearest outpost of civilization is a conundrum. Previous to the British expedition no such thing as a road existed, and much of the territory necessary to be traveled is a mass of ice, snow and huge boulders. However it got there, it must have been carried over heights of nearly 17,000 feet, and, judging from the character of the entire way, it was carried far more than carrying.

How Poison Was Counteracted.

In not a few ways has the bicycle acted as a life saver—both in fiction and fact, and principally the latter—but its value as a first aid to those recovering from the effect of an overdose of poison is something not to be found in any textbooks on therapeutics.

In this instance the bicycle played a double role. A young woman in Indianapolis, aged eighteen and a grass widow of one year's standing through hubby having sought new fields to conquer, decided the game was not worth the candle and indulged in morphine. A young M. D. was summoned from a nearby hospital, and she attacked him with a case knife, and when it was taken from her escaped to the street, and was recaptured only after a chase by two bicycle policemen. With the assistance of the minions of the law the doctor applied the usual remedies, and in the course of an hour or so pronounced her out of danger, but it was necessary that the patient should be kept awake.

An assistant was detailed for this purpose, and he walked the girl up and down the sidewalk in the "wee sma" hours until he got pretty tired of his job and cast about for some variation to break up the monotony. He went for his bicycle, and finally persuaded the girl to ride it. After a short spell of the more violent exercise and fresh air he was satisfied that she was out of danger, as there was no further chance of her falling asleep.



Comment Unnecessary

"PALO ALTO, CAL., April 7, 1905.

"The 1905 Indian received this morning about ten o'clock. We 'phoned to one of our prospective buyers that we had a new machine in and wanted him to see it. He came immediately and one look was sufficient. I held it up and gave it one kick. He got on and rode it off in less than thirty minutes after it came into the shop.

"This is the way our sample machines go. Can you suggest any way for us to keep sample machines in stock? That is the way they all go."



**Are you handling
a motorcycle
of the sort?**

HENDEE MFG. CO.

Springfield, Mass.

**1905
MOTOR
Armac
CYCLE**

UP-TO-DATE
IMPROVEMENT

PLACES THE **ARMAC** AT THE TOP

The new improved grip control operated with a WIRE; no rods or levers and our automatic exhaust lift makes the Armac entirely without levers and introduces the greatest improvement of the modern motor-cycle—viz.,

THE

**"SINGLE GRIP
CONTROL."**

The long wheel base with motor hung low in loop frame and motor NOT a part of frame construction kills all vibration and makes the Armac the most comfortable riding motor-cycle made.

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do their own advertising wherever introduced, as hundreds of satisfied agents and riders will testify. If no agent in your vicinity, write for our 16-page cat. and terms.

NOW

is the time to order your **ARMAC**. For simplicity, reliability, power and neat appearance it has

NO SUPERIOR.

ARMAC, - St. Paul, Minn.

The Week's Patents.

786,857. Resilient Handle-Bar for Bicycles or the Like. Martin Thierfelder, Zwickau, Germany. Filed December 8, 1903. Serial No. 184,216.

Claim.—1. A resilient handle-bar for bicycles or the like, comprising a handle-bar, sleeves rigidly secured in the ends of said bar, rectangular longitudinal openings in said sleeves, flat steel springs slidably inserted therein, and set-screws inserted into the ends of said bar and the sleeves in the same for adjusting the length of the active part of the spring.

786,923. Process of Forming Tubes. Lester C. Smith, Rome, N. Y. Filed August 10, 1903. Serial No. 169,048.

Claim.—The process of forming a tube from a strip of sheet material in four operations, which consists, first, in turning in the edges of the strip to a curvature substantially that of the circle of the completed tube; second, in bending the strip along the middle to a curvature less than that of the circle of the completed tube; third, closing the tube into an oval form with the meeting edges in the large end of the oval, and, fourth, forming the last-mentioned form into a circular form, substantially as set forth.

787,002. Driving and Change-Speed Gear for Velocipedes, etc., Louis Jean-Baptiste Savey, Chamousset, France. Filed October 25, 1903. Serial No. 178,615.

Claim.—Driving and change-speed gear for velocipedes and the like, comprising a driving gear-wheel, a crank-shaft carrying said wheel, a pinion on the rear wheel of the vehicle, intermediate gears, one larger than the other, alternately in mesh with said pinion and the larger one in constant mesh with the driving-wheel, an intermediate sleeve movable axially, a tube *f* serving as a guide for said sleeve in its axial displacements, a fork *g*, of the cycle carrying the tube, said sleeve carrying revolvably the intermediate gears, inclined slots in said sleeve, pins or bolts secured to the frame being adapted to engage said slots, and means to give a short turn to said sleeve, substantially as described and for the purpose set forth.

787,070. Support for Motor-Cycles. Johan J. Boureart, Colmar, Germany. Filed September 10, 1904. Serial No. 224,030.

Claim.—1. A support for motor-cycles or the like comprising a jack pivotally mounted upon the cycle, said jack being of sufficient length from its pivotal mounting to its outer margin to support the wheels of the cycle out of contact with the ground, said jack having a relatively long base, and means serving normally to hold said jack in a retracted position.

787,173. Tire. George H. Hastings, Oporto, Portugal. Filed September 12, 1902. Serial No. 123,181.

Claim.—1. The combination of a pneumatic tire having a broad flat substantially solid tread portion, of a broad flat band of whalebone intimately embedded therein and completely enveloped by said tread portion, substantially as described.

787,298. Inflation-Valve. John E. Keller, Jr., Litchfield, Conn. Filed May 7, 1901. Serial No. 206,330.

Claim.—1. An inflation-valve comprising an externally-screw-threaded tubular stem for insertion through a rim, valve mechanism carried within the stem, a nut embracing the stem, and a washer to be interposed between the nut and the rim and comprising a

metallic ring provided with a central opening of a diameter to slidably embrace the stem and also provided with an outer cylindrical flange, and a yieldable washer-ring fitted within the flange of the metal ring and projected at the outer edge of the flange.

787,658. Induction Coil. John A. Baker, Seguin, Tex. Filed June 13, 1904. Serial No. 212,284.

Claim.—1. In an induction coil, a primary winding composed of a broad strip of metal disposed with its plane parallel with the axis of the core and having a secondary winding upon each side thereof and adjacent thereto, the number of secondary windings exceeding the primary windings by one and occupying the extremities of the coil.

787,761. Inner Tube and Means for Inflating Same. William A. Hollis and Herbert S. Hollis, Hove, England. Filed July 12, 1904. Serial No. 216,219.

Claim.—1. An inner tube for a pneumatic tire, consisting of two or more sections of rubber tubing tapered and overlapping at their ends for a considerable distance, said sections having thickened curved walls at their ends, as set forth.

787,670. Velocipede. Eben W. Hyde, New Haven, Conn. Filed January 28, 1904. Serial No. 190,954.

Claim.—1. In a velocipede comprising an axle, wheels, seat and shafts, the combination of a body secured between the said shafts, a forward wheel, a fork in which said wheel is mounted, a post on said fork extending upward through the body, a rearwardly-extending arm carried by said fork and having an anti-friction roller, and pivotal arms adapted to bear on opposite sides of said roller and connected together by a spiral spring, substantially as described.

788,090. Tire. Lawrence F. Braine, Newark, N. J. Filed May 19, 1904. Serial No. 208,655.

Claim.—1. A tire cover comprising a network having a plurality of longitudinal strands, and a transverse strand woven back and forth across the longitudinal strands so as to include a larger or smaller number of longitudinal strands each time it crosses the longitudinal strands.

788,306. Pneumatic Tire. George Devoll, Boston, Mass., and George H. Risley, Brielle, N. J. Filed June 28, 1904. Serial No. 214,481.

Claim.—1. A tire, comprising a flexible tube formed with an integral tongue having undrawn edges, a protector approximately U-shaped in cross section with tapering side members fitting onto the sides of the tube, the protector being formed on its inner face at the bottom thereof with a dovetailed groove to receive the tongue of the tube and its outer face below the groove with a tongue having undercut edges, and a tread having a dovetailed groove on its inner face to receive the tongue of the protector.

788,309. Tire. Robert W. Ferguson, West Orange, N. J. Filed May 3, 1901. Serial No. 206,223.

Claim.—1. A tire comprising an outer shoe having an inner flap connected to one edge thereof and overlapping the inner portion of the other edge, an inflatable tube within said outer shoe, and an auxiliary intermediate shoe interposed between the outer shoe and the inner inflatable tube, one edge of the intermediate shoe terminating at the junction of the flap with the outer shoe, and the other edge of the intermediate shoe lying between said flap and the other edge of the outer shoe, substantially as described.

788,313. Muller. Frank J. Hecht, New

York, N. Y., assignor of one-half to Michael Hecht, New York, N. Y. Filed December 13, 1904. Serial No. 236,731.

Claim.—1. A muffler comprising a casing provided with an inlet disposed substantially tangentially and an outlet, and a rotative wheel provided with walls located within said casing in line with the inlet to be engaged and rotated by spent products of combustion entering the casing through said inlet to discharge said products through said outlet, substantially as described.

788,402. Internal Combustion Engine. Friedrich A. Haselwander, Mannheim, Germany. Filed May 23, 1901. Serial No. 61,585.

Claim.—1. In an internal combustion engine two cylinders, a working piston in one of said cylinders and a displacing piston in the other cylinder, a main port connecting said cylinders so that both pistons are driven during the expansion stroke, a secondary port connecting said cylinders, and means for admitting combustible fluid into said secondary port, the main port being adapted to be closed by the displacing piston toward the end of the compression stroke, and the secondary port being adapted to inject the air or gas compressed above said displacing piston in its cylinder into the other cylinder for the purpose of injecting and mixing the combustible, while the main port connecting the cylinders is not closed by the working piston, substantially as described.

788,496. Operating Device for Inlet and Ignition Valves of Internal Combustion Engines. John W. Seal, Hammersmith, London, England, assignor of two-thirds to John Bernard, Langford, Chiswick, England. Original application filed October 23, 1903. Serial No. 178,298. Divided and this application filed July 25, 1904. Serial No. 218,057.

Claim. In an internal combustion engine the combination with the cylinder, crank shaft, means for supplying the combustible mixture and means for exhausting the waste products of combustion, of an igniter, a valve therefor, an inlet valve for the combustible mixture, a spring adapted to press said valve upon its seating, and adapted to open and close the valve of the igniter and to simultaneously relieve or enforce the spring pressure on the inlet valve, and a single device adapted to be moved by the crank shaft to operate the valve opening and closing means aforesaid.

How the road riders are placing things is perhaps best evidenced by the official schedule which Captain Krantz, of the Bay View Wheelmen, Newark, N. J., issued this week. The first run will take place to-morrow, and the season will not be at an end for the Bay Views until the last Sunday in October. Here is the schedule:

April 30, Avondale; May 7, Paterson; May 14, Hightstown; May 16, moonlight run; May 21, Linden; June 4, Gillette; June 11, Princeton; June 18, Coney Island; June 27, moonlight run; July 2, Midland Beach; July 16, Feuerbach; July 23, moonlight run; August 6, Rockaway Beach; August 13, Hackensack; August 22, moonlight run; August 27, corn feast at Linden; September 5, moonlight run; September 10, river road; September 17, Central Valley; September 24, reunion run; October 3, moonlight run; October 8, Scotch Plains; October 22, Mountainside; October 29, hare and hounds run,

The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LI.

New York, U. S. A., Saturday, May 13, 1905.

No. 7

JOBBER TO CONVE

National Cycle Trade Association Fixes its Annual Meeting for July 25.

The fourth annual meeting of the National Cycle Trade Association—the jobbers' organization—has been called for Tuesday, July 25 next. It will, of course, be held in the association's offices in New York.

The programme has not yet been arranged, but the first notice of the meeting states that it will be the endeavor to make it "the most successful in the history of the association."

Tracing the Elusive Twenty Thousand.

In Buffalo they are expecting that the embarrassment of Ephriam Bros., the Buffalo jobbers, will involve a notorious cut-price house in New York. In tracing the missing \$20,000, it is alleged that the receivers have discovered indications that the shortage or shrinkage is represented by goods surreptitiously shipped to the New York cut-throats. Several of the tire makers were badly squeezed in the Ephriam failure, one of them to the tune of about \$8,000.

Trickster Prosecuted by Association.

It transpires that the case of Edward O'Brien, the Coventry cut-price agent, who, by tricky worded advertisements contrived to use the names of some of the best known bicycles in the kingdom as "bait" to catch the unwary, was prosecuted by the Cycle and Motor Trades' Association. O'Brien, as the Bicycling World reported last week, was found guilty by a jury.

McDonald Enters Motorcycle Field.

A. J. McDonald, the head of the newly organized McDonald Motor Mfg. Co., Chicago, was in New York this week, partly with a view of overlooking the motorcycle situation, which, in the West, is unusually promising, he states.

Although his machine will not be on the market until next month, practically all of the one hundred which will be produced have been bespoken.

The McDonald, as it will be styled, will employ a Thor motor and a direct chain drive, its particular feature being a spring

frame, invented several years ago by V. Hugo Bendix, formerly of New York. It is of the true diamond type, is unusually low, and has a 53-inch wheel base; 26-inch wheels, fitted with 2 1/4-inch Goodrich—G & J tires will be standard size, but 28-inch will be supplied when ordered. The motor is carried in a loop well to the rear of the seat post tube.

Mr. McDonald is interested in mining industries, but says that he himself several years ago experimented with a rotary motor, as applied to a bicycle; ever since he has confidently expected to see the day when the motor propelled bicycle will supplant the other kind.

While now doing business at No. 167 Dearborn street, Chicago, the McDonald company has already arranged for a factory in Whiting, Ill., which it expects to occupy next month.

M. & W. Incorporate in Michigan.

Morgan & Wright are preparing to cut loose entirely from the State of Illinois. Following the decision to remove from Chicago to Detroit, and the placing of the contracts for the erection of the eight buildings that will comprise the Detroit plant, Morgan & Wright have filed articles of incorporation under the laws of Michigan. The capitalization is placed at \$1,500,000, divided into 15,000 shares of \$100 par value each. The amount of capital stock subscribed is \$750,000.

The stockholders and the number of shares each holds are given as follows: Charles H. Dale, Larchmont, N. Y., 50; Charles T. Butler, Chicago, 50; Charles A. Hunter, New Durham, N. J., 50; Ernest Hopkinson, East Orange, N. J., 7,300; Herbert Bowen, Detroit, 50.

Where America is Weak.

In 1904 Belgium imported 5,417 bicycles, valued at \$75,000, of which but 172 came from America, Germany supplying the lion's share—3,781. The year before this country sent into Belgium 107 machines to Germany's 2,678. The Belgian import of cycle parts and accessories in 1904 attained a value of \$213,910, as against \$184,720 the year previous. America's share was, respectively, \$11,010 and \$14,260—a shrinkage—while Germany's jumped from \$72,000 to \$101,000, and England's from \$65,700 to \$67,700.

BEST IN FIVE YEARS

Experience of Big Company Makes 1905 Appear in this Light.

As manufacturers of such absolute necessities as spokes and pedals, not to mention their two-speed coaster brake or their toe clips, the Standard Spoke & Nipple Co., of Torrington, Conn., are fortunately situated to judge of the real extent of the renewed health of the trade. Very naturally, they have felt the good effects, and the nature of this "feeling" is well expressed by Treasurer Keefer.

"Judging from our experience thus far," he says, "the business this year will prove better and of greater volume than for five years past; indeed, it begins to look quite like a return of the old conditions, when the business was on the boom and everybody was happy. As nearly as I can discover, practically all of the trade appears to be taxed to the utmost."

British Consul Makes Discovery.

Alexander Finn, his Majesty's representative in Chicago, has gravely reported to the home office that the Windy City does not hold much promise for British cycle manufacturers! Mr. Finn also takes occasion to remark that last year Canada imported but twenty-one bicycles from the United Kingdom, while 3,750 were brought from this side of the border.

French Imports Increase.

The value of the foreign cycles and parts imported into France during January last is returned at \$108,200, as compared with only \$79,800 in the corresponding month of last year. On the other hand, the French exports declined from \$64,000 in January, 1904, to \$50,800 in January last.

Business Boomish in Baltimore.

"The bicycle business was never better; we are having a regular boom here," writes Howard A. French, the well-known Baltimore dealer.

The Retail Record.

Owensboro, Ky.—Albert Guenther; new store.

DONE BY A "DRUMMER"

How He Rented a Bicycle Without Cost and Left the Dealer Guessing.

"Shrewdness," said the dealer to the Bicycling World man one day this week, "is a potent factor in the bicycle business as in everything else. If we dealers are not shrewd and fully alive to our opportunities, we fail to get along, and as a natural consequence we are soon wondering why the devil business has gone to the dogs. By shrewdness, though, I do not mean trickery. Do not mistake me."

There was a long pause, disturbed only by spasmodic puffs from the dealer's long, black stogie—he called it a clear Havana—but even newspaper men can distinguish the difference, on pay day, anyway.

"My brother Joe," presently continued the dealer, "runs a bicycle store down at M—. He has gone up against all kinds of graft games, but one day a jewelry drummer sprang one on him that he has not forgotten to this day, although it happened three years ago.

"The slick individual walked into the store with a small valise full of samples, and told my brother he wanted to hire a bicycle for two weeks. He volunteered the information that he wanted to canvass the county with his goods.

"I'm sorry, friend," says Joe, "but I cannot let you have a wheel for so long a time without good security."

"The drummer offered \$10 for security, then \$15, and finally \$20, but Joe shook his head.

"No," he said, "that wheel is worth every cent of \$40, and I wouldn't feel secure if I did not have \$40 deposited with me when you took the machine away."

"Look here," said the salesman, "I do not want to buy a bicycle; it would only be an elephant on my hands; but suppose I give you \$40 for the wheel, would you be willing to buy it back for the same sum when I return two weeks later, if it is in as good condition as when I left here?"

"Sure," said Joe; "that agreement would suit me all right."

"So the drummer peeled two \$20 bills from a roll big enough to choke a horse, and, after borrowing a luggage strap, pedaled away. In two weeks he was back again, everything being in fine condition.

"Well," said Joe, "you certainly used the bicycle well."

Then he went over to the safe and extracted four \$10 bills, as he wanted to keep the two twenties to wrap around his roll to show the boys he had lots of money. The drummer pocketed the four tens and started for the door.

"Hold on a bit," yelled Joe. "How about the rent of the bicycle. I think \$12 will be about right, don't you?"

"Rent?" asked the drummer, looking kind

of surprised like. "Rent? Why, man, are you fool enough to think I'd pay rent for the use of my own property? Didn't I buy the wheel from you and you just bought it back?"

"With that parting salutation and with a graceful wave of his kid-gloved hand he was gone."

"Well," said the Bicycling World man, breaking the quiet which followed, "I don't see how your brother lost anything except the use of the machine."

"No-o-o, I suppose not," answered the dealer as he went behind the counter to sell a small tube of Neverleak, "I suppose not, but when his roll dwindled down so he had to spend the two \$20 bills that the agent gave him they turned out to be counterfeit."

"Nailing" the English Columnies.

Occasionally the British papers, which now and for a well studied purpose revile anything American on the slightest occasion and, indeed, without occasion, permit a gleam of fairness to creep into their columns. The Irish Cyclist recently had one of these infrequent "lapses" and allowed a correspondent to thoroughly and logically "nail" a lot of columnies in this wise:

"Some years ago there was a great discussion on the merits of the American and English makes of bicycles in the cycling papers, most of the former being classed as rubbish. There is, of course, no doubt that, like the £3 or £4 gaspipe machines sold in English markets at the present day, our Yankee friends did dump a lot of trash in England; but small blame to them if they found fools to buy.

"At this time, to arrive at an honest opinion for myself, I purchased an English first grade by a well-known maker, and an American first grade Rambler, and ran them together for two years, and the following is the result of my investigation as regards their merits. It must be understood both bicycles received the same treatment, and were kept clean and properly lubricated. Running.—On this point the English make was superior; that is, in what is known as life, but this I put down to the Rambler having larger and thicker tires (with consequently less vibration), and having a block chain, where the English machine had a roller one. Neatness.—The American machine was far superior on this point. The enamelling and plating were thick and good and beautifully put on. All the fittings also were finished off with the greatest neatness, and the cranks were rounded, which gave them a particularly neat and light look.

"During the two years' wear there was not a speck on the plating, or a crack or chip on the enamel of the American machine, whereas, in spite of care, the plating of the English make wore off along the sharp edges of the cranks and on the handle bars, and it appeared to be much thinner laid on than that of the Rambler. As regards the enamelling, there was no comparison. The American machine seemed to be coated with a thick and very elastic enamel, which remained perfect, whereas the other blistered badly in parts from the hot sun, and also cracked and chipped off."

GERMANY'S EXPORT GROWTH

Statistics Showing how it has Steadily Gone Upward—Where the Goods Go.

Only one thing has been more remarkable in the long continued and almost unbroken shrinkage of the American export business, and that is the marvellous growth of Germany's foreign trade. It began to make itself felt some five or six years ago, and not once during that period, and with no "boom" to assist it, Germany's trade has mounted higher and higher each succeeding month.

The figures that apply and the countries which are responsible for the growth are shown by the following tables:

IMPORTS.

From—	1904. Cwts.	1903. Cwts.	1902. Cwts.
Great Britain.....	538	492	322
Belgium	446	442	470
France	774	572	564
Austria	518	580	812
United States.....	1,700	1,806	2,032

Total weight.....	4,422	4,304	4,582
Total value.....	\$252,500	\$246,000	\$292,500

EXPORTS.

To—	1904. Cwts.	1903. Cwts.	1902. Cwts.
Great Britain.....	5,534	6,230	5,936
Belgium	7,130	4,616	3,068
Denmark	16,216	10,164	6,040
France	2,718	3,598	3,290
Italy	4,700	5,246	1,646
Holland	18,984	12,810	8,894
Norway	330	300	356
Austria-Hungary ...	9,234	6,768	5,594
Russia	3,234	4,378	3,122
Sweden	2,010	1,428	1,742
Switzerland	6,990	5,516	4,134
South Africa.....	280	1,284	880
British India.....	314	422	398
Japan	754	310	40
United States.....	1,754	300	58
Australia	768	...	...

Total weight.....	84,048	67,040	47,604
Total value....	\$5,037,500	\$4,639,250	\$3,600,250

In keeping with the older trade, the infant motorcycle industry has similarly made enormous strides, as follows:

IMPORTS.

From—	1904. Cwts.	1903. Cwts.	1902. Cwts.
Belgium	388	630	160
France	380	170	82
Austria	296	110	70

Total weight.....	1,418	984	332
Total value.....	\$159,500	\$122,720	\$41,500

EXPORTS.

To—	1904. Cwts.	1903. Cwts.	1902. Cwts.
Denmark	360	90	10
Italy	316	124	...
Holland	316	228	46
Austria	326	158	38
Switzerland	182	148	12

Total weight.....	2,442	1,170	174
Total value.....	\$305,250	\$146,250	\$24,000

In three successive weeks in April the Rudge-Whitworth factory at Coventry is credited with producing, respectively, 2,198, 2,114 and 2,533 bicycles.

SERIO-COMEDY AT VAILSBURG

Law of 1797 Violated and Army of Police and Big Crowd See the Fun.

True to promises given, an attempt was made to continue bicycle racing at the Vailsburg board track, Newark, N. J., last Sunday afternoon, and true to his boast, Acting Police Captain Adams stopped the sport after one test race had been run off. Charles B. Bloemecke, proprietor of the track; Fred W. Voigt, manager; Solomon DeVries, ticket seller, and Charles Frank and Edward Rupprecht, the two Bay View Wheelmen, who sacrificed themselves as martyrs to a good cause, were all arrested and escorted to the Fourth Precinct station.

Several thousand persons had collected at Vailsburg to witness the excitement, but only a score were admitted to the enclosure. The army of policemen, 20 of them on horse and 30 or more on foot, arrived at the track early, as also did a big crowd, who, it could be plainly seen, were heartily in favor of Sunday races. It was a serio-comic affair and facetious remarks greeted the police on all sides.

Promptly at 3 o'clock Manager Voigt informed Captain Oscar Vogel that he was ready to violate the law. There was no taking up of tickets. Voigt announced the race between Rupprecht and Frank, and the two riders took positions a few yards behind the tape. Voigt started the riders and also assumed the role of clerk of the course and judge at the finish. The two riders came down the stretch neck and neck, and Voigt then announced to the empty seats that the quarter-mile match was a tie. Instantly he was taken into custody by Detective Sergeant Farrell. Detective Koerber by this time had Bloemecke under arrest. The riders were then arrested and allowed to go to their training quarters and don street attire. Detective Tuite took charge of the ticket seller.

Voigt, Bloemecke and De Vries were taken to the station on a street car, but the police who had them in charge made the grave mistake of attempting to walk the two riders to headquarters. The crowd, outside, unaware that Rupprecht and Frank had willingly submitted to arrest, seemed bent on taking the prisoners from the officers, and they consequently made a rush on them. The mounted officers charged the mob and succeeded in holding it at bay until the arrival of the patrol wagon.

At the station they were released, as, strange to say, no charge was preferred against them, the police being in doubt as to the proper law that applied. The men who were arrested, however, promised to appear before Judge Sweeney the next morning. When arraigned before Judge Sweeney on Monday the magistrate held that the bicycle race did not come under the head of "games and plays," and did not therefore come with-

in the purview of Section 443 of the city ordinances. "As to the State laws," said Judge Sweeney, "it appears to be a perfectly clear violation of the vice and immorality act, which, I believe, was passed in 1797." Here Judge Sweeney quoted from the act in question, commonly known as the "old blue law," which, among other things, forbids "sports, pastimes or diversions." If these laws were strictly enforced, it would be a misdemeanor for a man to take a stroll with his wife on Sunday; for a person to purchase a plate of ice cream, or anything else, for that matter, on the Sabbath; for a person to take a drive, or for anyone to cook food on Sunday.

Whether the attempted meet on Sunday constituted a violation of any of the provisions of the crimes act, in Judge Sweeney's opinion, was a matter for Prosecutor Young to determine, and courtesy demanded that it be left to Mr. Young to take the initiative in the matter in the premises. With this premise, stated at considerable length, Judge Sweeney directed the discharge of the five prisoners.

As Prosecutor Young has not yet taken any official action in the matter, the case is still in statu quo.

Evidences of discrimination on the part of the Newark Board of Police Commissioners in stopping the races at Vailsburg was plainly apparent. No attempts were made to stop a professional baseball game, numerous pool and billiard contests and the like, and all the saloons were wide open and did a thriving business.

When the crowd was outside the track fence, vainly trying to obtain admission, an officer in uniform strolled up to a small group, in which was included the *Bicycling World* man, and said:

"Well, boys, there's no use waiting around, 'cause there's nothin' doin' to-day. You might as well go down to the ball game before it's over."

Right across the street from the police station, where the track officials and riders were taken after being arrested, stands a saloon, the side door facing the police station. On Sunday the crowd was so great that no attempt was made to keep the "family entrance" closed. A steady stream of "dry" individuals filed in and out all the afternoon, while the policemen on the opposite side of the street were either studiously regarding the sky, speculating as to whether it would rain or not, or looking at their shoes to see if there was a possible excuse for them to make the journey across the way—to get their boots polished. The door of the saloon was wide open, and the white-aproned thirst dispensers could be plainly seen from the street, tossing mixed drinks from one glass over their shoulders into another.

"How is it that saloons are allowed to flourish wide open on Sunday?" asked the *Bicycling World* man of one of the officers with the preoccupied-do-not-disturb-me-look depleted on his countenance.

"Where?" asked the upholder of the law. "I don't see any grog shop."

"Come over and have a 'smile' and you can see."

"S-s-s-h!" said the uniformed official, growing confidential. "I go off duty at six. Meet me at the corner. There's a pinochle game on to-night, ten cents a corner, but keep it on the Q. T."

To Fight the Tag Law.

The test case which the National Association of Automobile Manufacturers has had in preparation for some time probably will be instituted next week in New Jersey. The idea is to test the legality of the laws requiring automobiles to pay registration fees and requiring them to carry numbers, and as in many States motorcycles are similarly mulcted, the proceedings will be of vital interest to motorcyclists also. The case will be carried to the Supreme Court of the United States, if necessary.

In this connection the Attorney General of Wisconsin, in which State a bill of the sort is now pending, and in which motorcycles are included, has given an opinion that has "given pause" to that bill, but is so full of substance as to furnish a broadside for use against all similar measures. He says:

"The act is unconstitutional in that it attempts to impose a license fee upon property instead of an occupation or profession.

"It is unconstitutional in that it attempts to license a right common to all instead of a privilege.

"It is unconstitutional in that it unjustly and arbitrarily classifies persons and imposes burdens upon a portion of the same class not common to all.

"It is unconstitutional as imposing double taxation upon a certain kind of property, automobiles, and not relieving such property from ad valorem taxation."

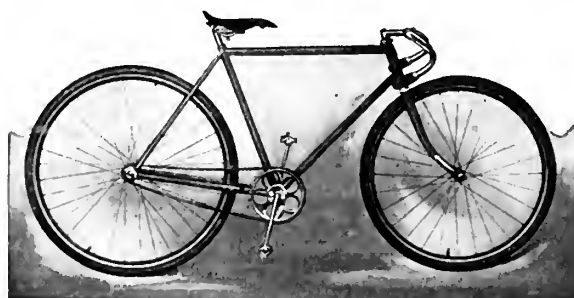
Cycle Thieves Renew Activities.

With the renewed interest in cycling the cycle thief also is increasing. Particularly has he been active in New England.

Edward E. Noyes and Bertrand Brooks were arrested at Lowell, Mass., last week charged with having stolen bicycles on the street. Each was fined \$20.

In Middletown, Conn., Charles L. Abbott was fined \$50 and costs for stealing a bicycle from Benjamin A. Bengston. Abbott was suspected of purloining several machines.

In Springfield, Mass., William Knaak, against whom there are five charges of bicycle stealing, pleaded guilty to two counts and efforts will be made to bring to bear the law which makes the second conviction for bicycle stealing subject to a penalty of five years' imprisonment. Philip Thibault, one of several boys charged with the larceny of bicycles, was sentenced to the Lyman school. The case against Joseph Brown, a colored lad implicated in similar affairs, was fled away, and that against Walter Dion was continued to May 26. Morris Plydek was fined \$5 for the larceny of a wheel from Walter Cushing and will work out his time.



National, Model 80 Special

The weather for the last four months has not been good for racing, but on the other side of the world they are doing good work on the Nationals. The last of January at one meet in New Zealand, two National riders scored four firsts, three seconds, three thirds and six fourths, and at the Timaru Sports, another National rider won all races on the program. They have found out that Nationals are winners, and send 15,000 miles to get them.

In thirty days the sport will begin in the U. S. The Model 80 special National is the winner. Show a sample and it will sell.

NATIONAL CYCLE MFG. CO., Bay City, Mich., U. S. A.

FISK TIRES

are more popular and better to-day than ever before. There are no bicycle or motor cycle tires "just as good," although every maker has tried to approach the Fisk Quality.

**They are Built to Withstand Hard Service,
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**THEY NEVER DISAPPOINT.
THEY NEVER FAIL.**



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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
 Address us at P. O. Box 649.

NEW YORK, MAY 13, 1905.

What Makes the Successful Agent.

"In the days of the boom any one could be a cycle agent. Nowadays it takes capital, brains and energy to enable an agent to remain in the race."

What a world of truth there is in this borrowed observation! And how rarely is it fully realized!

A large proportion of the dealers of to-day are products of the boom—"relies," perhaps, would be a more fitting word to describe some of them. They came into the trade when anybody could sell bicycles—when it required no more wit or ingenuity or ability to sell them than is possessed by the average schoolboy. Bicycles were then disposed of pretty much as butter or eggs or tacks are sold. They were merely displayed in a window or on a floor, and the buyers came, saw and purchased. They were immensely "tickled" when they could get them without waiting a week or a month.

To-day it is difficult for some of the "relies" to realize that the butter and eggs period of cycling has passed, never to return again. Possessing no commercial instinct or training—without even that ability to keep a clean store, to display goods attractively or to com-

pose a smoothly flowing letter, which are almost the first requisites of the merchant, the "relic" has become a mere shopkeeper, who ekes out a mere pittance as a tinkerer. When he sells a bicycle it is in the nature of an event.

On the other hand, there are remaining men who, even without large capital, have yet the brains and energy that command success. They possess ideas and know how to use them. They know that nowadays it is necessary to create business, and they seek to create it. They make the most of every opportunity and of every new or useful article on the market. They do not wait for business to come to them. They induce it to come, and go out to meet it half way. The bicycle business is now a business for merchants—real merchants. The mere shopkeeper is "up against it."

Health and Hobbies.

Health by absolute rule is not a new idea by any means. It is an old, old doctrine that a life of well ordered routine must of necessity be a healthy life, and results go far to prove its truth. Probably the chiefest factor which contributes to the robust condition of the laboring man is the enforced regularity of his life. He is constrained by the exigencies of his work to get up at a certain fixed time every day; he must be at his task by a certain hour, and there he must stay for a measured length of time. His hours of eating and sleeping and recreation are also fixed by them. He must, perforce, lead a regular life. These, and the enforced amount of regular exercise, go to make the laboring classes, man for man, "huskier" and healthier than their fellow-men whose lines are cast in pleasanter places, according to the common way of thinking.

This teaching has been expounded by book and bell and hammer and tongs for years and years. But, as King Solomon was once heard to remark, "Though you bray a fool in a mortar, yet will not his folly depart from him," and no matter how old and well proven the precept, no matter how obvious its application, its adoption comes only after a deal of thumping and drilling on the part of its worthy apostles. And thus it is that through the inherent folly which is part and parcel of the human cosmos, the laws of hygiene are forever being neglected and the negligent and criminal violators of them are forever suffering the natural consequences.

Boyd Laynard, a well known English authority on this subject, has outlined a "Chart

of Life," in which, besides laying considerable stress on the matter of food selection, he lays down a set of twelve rules of life by the observance of which one may hope for a long continuance of this mysterious existence. The idea expressed in them is nothing more nor less than a concise statement of the rational principle of the "Simple Life," which has lost none of its worth through becoming the butt of much ridicule. Here is one of them:

"Look upon fresh air as your best friend. Inhale its life-giving oxygen as much as possible during the day, while at night sleep with the window open at the top at least four or five inches. Follow this out, even in the depths of winter; it is one of the secrets of long life."

The doctrine of fresh air again! It is as much an essential to life, this pale thin vapor, as is water to a fish. If a nasty, slimy eel be taken from the water and kept from it, the life will go from it, and its struggles are horrible to witness, not merely because it is one of the lowest of all the animal kingdom and revolting because of its crudity, but because it is one of God's creatures fighting for the enigma life against the enigma death. And yet it is precisely the same fight which a man makes when he is drowning, the same fight he makes when he is breathing in the fumes of gas. It is an attempt to live without the essential of life. It is possible to go without food for weeks, and yet to live, but cut off from the breath which is so natural as never to attract a thought, and ten or fifteen minutes will mark the step beyond the ken of man. Yes, "consider fresh air as your best friend."

Again, Professor Laynard says:

"Have a hobby. A man with a hobby will never die of senile decay. He has always something to occupy mind or body; therefore they remain fresh and vigorous."

The fact of a man's having a hobby insures for him continued diversion. He cannot grow introspective, he cannot grow sluggish; his interest is constantly being centred on a certain fixed object, and that involves for his body a certain amount of exercise of its natural functions. Iron only rusts from disuse. The manifest intent of the Creator was to make the human system capable of automatic self-renewal, for how long a time is not apparent, but for far longer than the common span of life to-day, at all events, and hence the coming on of dissolution must be the result of abuse, lack of use—a form of abuse—or it must be due to some wholly

extraneous cause. Just here another of the twelve rules applies. It is:

"Take regular exercise in the open air; but avoid overtaxation." Many a long chapter might be written on this last text, but it is sufficient here to simply emphasize the double point. It is just another case of not too much and not too little, but just enough." To do without exercise altogether means speedy decay; to take it to excess means to tear down the system faster than it is capable of rebuilding itself. The one stands for neglect, and the other for abuse.

It is quite likely that Professor Laynard had in mind no thought of the bicycle when he penned his rules, but its application in this connection is beyond dispute. Let the doubter stop for an instant and ask himself the questions, "What is there which serves to better purpose in drawing one away from the day's work and out into the open air?" "What else is there which by its very nature not only impels to complete inhalation of 'man's best friend,' but fairly compels it?" "What else is there in which the invigorating stimulus of exercise is supplemented by a forced draught of fresh air?"

"A man with a hobby will never die of senile decay," says the professor, and what hobby can be more to the purpose of complete renewal than that of riding the bicycle regularly and rationally? In what way can one's time be more profitably spent, when on recreation bent, than in journeying awheel from place to place, and always out of doors?

Then, as to his third point, there is no conceivable way in which regular exercise can be taken which involves so much of real pleasure and so little of the arduous. And it is well to emphasize the fact that, no matter how beneficial it may be of itself, exercise falls of its purpose if it be not taken in a pleasurable way; it becomes but a perfunctory task and fails in much of its benefit. Hence, and not at all in a flippant way, let the bicycle be more widely heralded as a life preserver.

Where Dress Reform is Needed.

One of the salient objectionable features of the past indoor athletic season has been the apparent carelessness on the part of so many competitors regarding the appearance of their costumes. Although most of the publicly expressed animadversion has applied directly to the contestants in general, still the cyclists—for it is an undeniable fact that no indoor meet is considered complete with-

out several bicycle races—have come in for their share of just criticism.

There is nothing graceful or delightful, at the most, in a racing suit, especially when a bunch of aspiring stars appeared attired in a nondescript looking lot of garments that seem to the casual onlooker as though they had been cut to fit a four-hundred pound East Side thirst disperser. But when to these somewhat detrimental necessities is added absolute uncleanness, the combination is both unpleasant and disgraceful.

Cleanliness is next to godliness, and there is absolutely no reasonable excuse why a person cannot at least pay some attention to the former condition of being, if not to the latter. There can surely be no justifiable excuse for a man's appearance on the floor, under the gaze of hundreds of women, with not merely soiled, but unquestionably filthy, clothes.

Perhaps the grime is not so noticeable in the pants or tights as in the shirt or sweater, as in the case of the former the riders wear black. Several times the past winter on the various armory floors, riders have come on the track with sweaters that were perhaps once white, but now show the streaks of much dirt wiped from the floors. Some riders have had the sheer nerve to wear flimsy gauze shirts that should have long since been relegated to the bottom of the rag bag. Were the laundry price regulated by dimensions, the cost of some of the suits would be about equal to that of a pair of collars and cuffs.

It is creditably asserted that some novices in the art are so foolishly superstitious as to imagine that washing their clothes would bring them bad luck. If some official would discipline the most flagrant of offenders it might change this absurd notion, and two or three cases of official bad luck due to wearing soiled clothes would dissipate this superstition as readily as a ray of sun will clear away a fog.

Every self-respecting man endeavors to appear as neat as possible to his friends in public, yet when athletes become the cynosure of thousands of eyes in indoor races, scores of them profess to affect carelessness of attire as a necessary consequence of bicycle racing, and are smilingly content to strut about the floor in the most contemptible garments.

This assertion is not the result of idle fancy or speculation, but of actual observation at the various armories, where races have been held during the winter. In justice to those

men who seem to take a keen personal delight in looking their best, it must be said that this condition is not apparent in the case of high class sprinters—those riders who have forged to the front ranks in indoor bicycle racing. By steady application they have gained reputations that they are not going to suffer to be tarnished by wearing filthy apparel.

As a mild suggestion, why not let the "careless" class meet in convention and select a general wash day, on lines of the annual Jersey "Big Sea Day," when all the farmers in the State take their annual dip. Then those cyclists who are eligible to this class, and who are not able to purchase new racing suits, each could gather at some watering resort, take a bar of soap and a brush and scour the old suits that have performed faithful service for several years without having once come in contact with any water except that which rolls off the rider's body in perspiration. It is certain that the riders would occasion general surprise at the next indoor meet by their unusual but vastly improved appearance.

Whatever the ethics of the case, the action of the police in stopping Sunday racing at the Vailsburg track, while permitting the continuance of baseball and other sports, smells to heaven of rottenness. It is well understood that dirty politics caused the spasm of police "morality," but there ought to be enough real decency left in Newark to effectively protest against any such juggled enforcement of the law.

If horse dealers ceased to bother with horses solely because they require care and occasionally develop ailments, or because the price of the animals was not to their liking, there would be no market for horses. This observation is born of the attitude of some dealers toward the motor bicycle. Then, too, dealers in fishhooks could hardly be expected to make a success of selling horses as a sideline.

Wouldn't it be great, and wouldn't the agents arise and call them blessed, if the National Cycle Trade Association emulated the British Cycle and Motor Trades' Association by proceeding against at least one of the trade shysters who take good names in vain through the medium of tricky advertisements? The N. C. T. A. would not have to go far from its New York headquarters to lay hands on a gross and flagrant offender.

DEMANDS FOR MOTORCYCLES

Merits of the Machine, Especially for Police Use, Recognized in Unexpected Quarters.

Appreciation of the merits of the motor bicycle is developing apace, as evidenced by recommendations from some unexpected quarters.

Of this nature is the resolution passed by the Washington Heights Tax Payers' Association, New York, on Wednesday night, as follows:

"On motion, it was resolved that it is the sense of this meeting that the efforts of Captain Halpin, of the Thirty-third Precinct, to procure motor bicycles for the policemen of this precinct, whereby better service can be rendered by the officers in the matter of overspeeding automobiles are heartily seconded and the secretary is directed to inform the police commissioner of this resolution."

This "unsolicited testimonial" is evidence of what the man in the street thinks of the motor bicycle; for some of the eminently respectable gentlemen comprising the association in question are above the delights of either the automobile or the motor bicycle.

The Police Department of Worcester, Mass., is experimenting with motor bicycles as a means of catching "automobile scorchers." The bicycle officers claim that it is impossible for them to arrest drivers of cars who are exceeding the city speed limit. With the motorcycles, they say, the story will be different.

In Wilmington, Del., too, the police commissioners are considering the purchase of two motor bicycles for similar purposes—that of apprehending automobile scorchers. They discussed the matter at their last meeting and are now making inquiries.

Americans Win a Game in Paris.

Two of the Americans abroad were again victorious at the Buffalo track, Paris, Sunday, April 30. Frank Kramer started from scratch in a half-mile handicap, and, although some of the best sprinters on the Continent received handicaps, he won easily, while Hugh McLean finished miles ahead of Darragon in a one-hour's motor-paced race. Hall, of England, was last.

Decoration Day Prizes in Detroit.

A grand piano and ten bicycles are included in the prize lists of the Detroit Wheelmen's two Decoration Day road races—25 miles for bicycles, 15 miles for motor bicycles. The Belle Isle Park course, which will be used, is as smooth as a ballroom floor; it is a circuit of about five miles.

Two Hundred Went to Coney.

Nearly two hundred riders participated in the last Sunday's reunion run to Coney Island, promoted by the St. George Wheelmen and other New York clubs. As nearly all of those in line were uniformed clubmen, the turnout was uncommonly well appearing.

FIXTURES

May 14—San Francisco, Cal.—Associated Cycling Club's 100-mile road race.

May 21—Brooklyn, N. Y.—Century Road Club Association's 15-mile handicap road race.

May 28—Detroit, Mich.—Dealers' Association's race meet at Recreation Park.

May 28—San Francisco, Cal.—S. F. Motorcycle Club's 264-mile endurance contest.

May 30—New York, N. Y.—Motorcycle Club's open hill-climbing contest.

May 30—Boston, Mass.—L. A. W. Silver Jubilee.

May 30—Muskegon, Mich.—Muskegon Motorcycle Club's race meet.

May 30—Richmond, Ind.—Bicycle Dealers' Association's 13-mile road race; also lantern parade.

May 30—Rochester, N. Y.—Bicycle and motorcycle road races.

May 30—Detroit, Mich.—Detroit Wheelmen's bicycle and motorcycle road races.

May 30—Newark, N. J.—Bay View Wheelmen's annual Irvington-Milburn road race.

May 30—Atlantic City, N. J.—Atlantic City Cycling Association's 25-mile handicap road race.

May 30—Chicago, Ill.—C. R. C. of A.'s road race.

May 30—Salt Lake City, Utah.—Opening of board track.

June 10—Providence, R. I.—Dealers' Association 5-mile road race.

June 18—Brooklyn, N. Y.—C. R. C. of America's 50-mile road race for championship of United States and Canada.

July 4—Atlanta, Ga.—Race meet Piedmont track; also race for State championship.

August 7-11—Waltham, Mass.—Annual meet Federation of American Motorcyclists.

September 17—Brooklyn, N. Y.—C. R. C. of America's 100-mile handicap road race.

November 30—Brooklyn, N. Y.—C. R. C. of America's 30-mile handicap road race.

Prizes for the Irvington-Milburn Race.

Two pianos will head the long string of prizes, both for time and place winners in the annual 25-mile handicap Irvington-Milburn road race, to take place Decoration Day, which the Bay View Wheelmen, of Newark, N. J., will manage, as usual.

"From the way entries are coming in," says Edward Wuensch, first lieutenant of the Bay Views, who, with Captain Gustav Krantz, William S. Thomas, George Goetz and William Carr, compose the committee to make preliminary arrangements, "this year's event will be the biggest ever. We expect to have fully two hundred starters."

Red Letter Day for Richmond, Ind.

Although it is not generally known, Richmond, Ind., has a Bicycle Dealers' Association, which purposes making May 30 a red letter day for the cyclists of Richmond and vicinity. A 13 miles road race, with a prize list valued at \$350, a supper and after supper a lantern parade, are slated for that date.

WALTHOUR'S REINSTATEMENT

Promoter Powers Had a Hand in Arranging the Terms and Profits by Them.

It appears that Patrick Powers, promoter of the New York six-days' race, had quite something to say about the terms of reinstatement of Robert Walthour, and that Powers will not fare so badly, after all. It will be recalled that after his "capers" during the race of last December, it was stated that before the N. C. A. would give him a bill of health, Walthour would have to "make peace" with Powers. Just how the "peace" was made is disclosed by the foreign prints, for, strangely enough, the first intimation of his reinstatement and practically everything else connected with the affair have come from abroad.

The terms to which Walthour was obliged to agree are as follows: (1) To pay a fine of \$100; (2) to remain in America until June 17, and (3) to sign a contract to compete in the next six-day race without any guarantee other than the prize money put up for the contest.

The third stipulation shows the "fine Italian hand" of Powers. As it is doubtful if the trouble last December lost him a dollar, it makes plain that Walthour's "strike" will prove money in the promoter's pocket next year.

Saved by His "Safety Riggin'."

"Gus" Lawson, with his football helmet and padded clothes, has long been the butt of jokes among the riders, but his "safety riggin'," as he styles it, probably saved him from serious injury, if not death, Friday night of last week, at Atlanta, Ga. "Bobby" Walthour and Nat Butler were riding a twenty-mile motor-paced match race, and Lawson was in front of the former. Walthour was several laps ahead of Butler and was just entering the last mile when the rear tire on Lawson's pacing machine burst. Lawson was thrown clear over the handle bars and landed on his head and shoulders. Walthour was so close that he did not have time to avoid the motor, and crashed into it. When picked up he was unconscious and bleeding from several small cuts. Lawson was bruised considerably. Butler continued and finished the twenty miles in 29:24. The races for Saturday night had to be postponed, as both men were too badly shaken up to ride for some time.

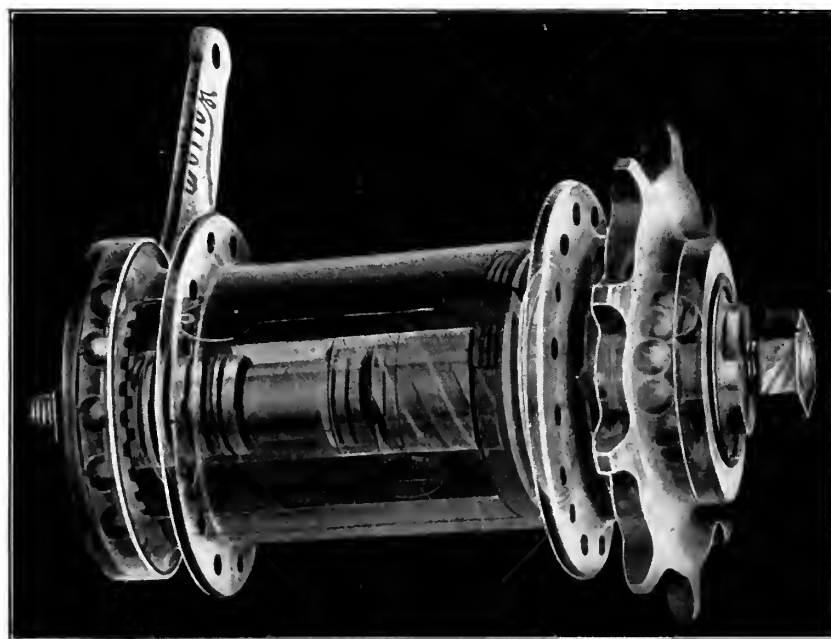
Major Taylor Wants to Stay in America.

According to foreign advices, "Major" Taylor is trying to beg off from the contract he signed last winter. He does not now desire to go abroad, and it is said has offered to submit that convenient document—a physician's certificate of ill health. The same advices state that the N. C. A. has refused to accept the negro's excuse, and has notified him that if he does not go to Paris he will be suspended. As he shows no inclination to race here, however, suspension will scarcely prove punishment.

Did You Ever Stop to Think How Much Less Pleasure

there would be in cycling if
it had not been for the
invention of the

Morrow Coaster Brake?



Did You Ever Stop to Think How Much More Pleasure

and real contentment there is in using that pioneer
coaster brake and the one which incorporates the
most valuable teachings of the school of experience?

ECLIPSE MACHINE CO.,

Elmira, N. Y.

POLICE SPOIL TIGERS' RACE

Permit that was no Permit Caused Interference and Change of Starting Place.

Police interference last Sunday spoiled what would have ranked as one of the greatest road races of the year. For months the Tiger Wheelmen of New York had been working hard for the success of their annual spring handicap, which was to have been started from Bedford Rest, in Brooklyn, only to have it spoiled by the bluecoats. The action of the police was totally unexpected, as various clubs have been starting their races from Bedford Rest for years, and heretofore no complaint has been made.

Last Sunday over two hundred riders gathered at the Rest to start in the race, a week previous a permit having been secured to use the Long Island roads. The Tiger Wheelmen, at least, thought the permit was for a race, but when the paper was flashed before the eyes of the bicycle policemen, who declared the riders would be arrested if they started, it was discovered that the permit read "permission to hold a run" instead of a race.

This discovery was like a dash of ice cold water. After a long consultation the race committee decided to put the matter to a vote of the riders as to whether they should start the race from Bedford Rest and be arrested, or to move outside the city limits and start from Valley Stream, some fourteen miles distant. The majority voted for the latter plan, but when the start was made most of them weakened and disappeared, so that there were only sixty riders when the start from Valley Stream was finally made.

Before leaving Brooklyn, however, Edward Wuensch, first lieutenant of the Bay View Wheelmen, Newark, N. J.; T. Neff, of the Brower Wheelmen, and a small boy got tangled in the coils of the law for apparently no cause whatever. The three were among the last to leave Bedford Rest for the start to Valley Stream. They were riding slowly, when a bicycle policeman rode up to them and declared them under arrest. When asked what the charge was they were informed "for exceeding the speed limit." When the three were arraigned before Magistrate Steers, in the Flatbush court, the officer declared the cyclists were riding over eighteen miles an hour when he arrested them. The unfortunate cyclists protested, but all in vain, and the magistrate assessed them each \$5. Wuensch paid all three fines.

It was late in the afternoon when the start was finally made from "Tom" West's roadhouse at Valley Stream. The course was to Massapequa and return, a distance of twenty-six miles. W. Kluczeck, of Orange, N. J., started from the 12-minute mark and finished first, but was later protested for foul riding. M. Mensch had a handicap of 15 minutes, and finished second, but he also was protested. It is claimed that he rode with his father's number and handicap. The nu-

merous protests will be acted upon by the committee this week. The usual number of falls and punctures occurred. George Wiley came down from Syracuse with the determination to "do things," but encountered hard luck. His tire went flat on the way out, but he pluckily continued on the rim, and at the finish was only three minutes behind the first time man. Jacob Magin, the speedy young Irvington rider, took a cropper five miles out and was cut up badly.

Some fast riding, considering the terrific wind and dust that was blowing, was made by the scratch men. J. M. Eifler made the best time, riding the twenty-six miles in 1:19:30. Oscar Goerke, the National A. C. sprinter, ran him within only one-fifth of a second. Edward Hofer, of Paterson, captured the third time prize.

The loving cup which was put up by the Tiger Wheelmen for the club scoring the most points was captured by the Century Road Club of America. Its riders scored 90 points. The rival association, the Century Road Club Association, was second, with 48 points. Summaries:

Order of finish, name, club.	H'cap.		Net time.	
	Min.	H.M.S.	Pts.	
1. W. Kluczeck, Orange, N. J.	12½	1:27:50	30	
2. M. Mensch, Pelham Team	15	1:30:00	29	
3. H. Johnson, C.R.C. of A.	8½	1:22:31	28	
4. N. M. McDonald, B. W.	8½	1:22:32	27	
5. T. C. Graf, jr., C.R.C. of A.	12½	1:27:33	26	
6. Chas. Martin, C.R.C. of A.	8½	1:22:33	25	
7. H. C. Cook, West Farms	8½	1:22:34	24	
8. Ed. Hofer, Paterson, N. J.	7	1:21:49	23	
9. F. Morin, C.R.C. of A.	7	1:21:49	22	

TIME PRIZE WINNERS.

Order of finish, name, club.	H'cap.		Net time.	
	Min.	H.M.S.		
24. T. M. Eifler, Read. Stand.	scratch	1:19:30		
15. Oscar Goerke, Nat. A. C.	scratch	1:19:30½		
8. Ed. Hofer, Paterson, N. J.	7	1:21:49		
9. F. Morin, C.R.C. of A.	7	1:21:49½		
3. H. Johnson, C.R.C. of A.	8½	1:22:31		

New Jersey's Spring Century.

New Jersey's division of the Century Road Club of America will hold its annual spring century on Sunday, May 28. The start will be made from the City Hall, Jersey City, N. J., at 7 a. m., for the slow division, and an hour later for the faster riders. The route will be Jersey City, Bergen Point, Rahway, New Brunswick, Plainfield, Millburn, Belleville and Rutherford. A race home from Rutherford will be the feature. State Centurion Harry Early, No. 12 West Forty-first street, Bayonne, will receive entries.

Atlantic City's Annual Handicap.

Entry blanks have been sent out by the Atlantic City (N. J.) Cycling Association for its annual Decoration Day twenty-five-mile handicap road race. This year the race will be run over the May's Landing road, and the start is to be made from Pleasantville, near Atlantic City, at 2:30 p. m. Several new bicycles head a long list of prizes. Entries close with F. R. Boyce, No. 1,735 Atlantic avenue, Atlantic City, N. J., May 24.

California to Have Motorcycle Run.

The Pacific Coast will have its first real motorcycle endurance contest on May 28. It will be held under the auspices of the enterprising San Francisco Motorcycle Club, which has applied for F. A. M. sanction for the event. The course will be from Oakland, to Del Monte, to San Francisco—264 miles.

DANGER IN RIDING BLINDLY

Why Cyclists Should Avoid the Habit of Riding with the Head Down.

"Don't ride with your head down," is advice to the cyclist, which, while not applicable to the same extent at present as formerly, is nevertheless a point to be remembered by many, and which, if followed, would result in avoiding numerous accidents, some of them fatal.

It is only a fortnight since that one of these doubled-up gentry who was making time along a Connecticut city street with his head down over the handle bar and his mind intent upon everything but what was ahead of him, plunged head first into an automobile, the driver of which had fortunately seen him coming, realized his irresponsibility and accordingly brought the car to a standstill; but the bicycle rider was not to be dismayed by a little thing such as that and tried conclusions with the radiator. The latter was slightly damaged and the sickening thud with which the cyclist brought up rendered him unconscious for several hours. It is a practice which, while not indulged in by any great number, is nevertheless all too prevalent and should be discouraged.

On the other side they have a habit of doing this by arresting a cyclist who is guilty of it. One was recently haled before a London magistrate charged by the policeman with "riding to the common danger"—merely an Anglicism for what is better known here as "reckless driving." The only evidence produced by the police was that the individual in question was scorching with his head down, and consequently could not see where he was going. The interpreter of the law was gifted with a vein of humor and dismissed the case upon the following decision:

"In the country he would charge into the back of a cart and crack his skull. He may do the same in London on the shaft of some vehicle, and serve him right; but I cannot say that every cyclist who rides with his head over the handle bar, and going forward like a battering ram, is riding to the common danger, although he is to his own. The quicker he comes to grief the better."

Apropos of this, one of the rare cases of a woman scorching being apprehended for "eating up the dust" has just come to light on the other side; not one of those baggy-trousered, gum-chewing creatures of neither sex that afflicted the pastime at one period of its history in this country and who could keep pace with any, but a demure "lady scorching," or, as the original account has it, a "pupil teacher." According to one policeman's account, "she went so fast that he was afraid to stop her," and another averred that he had never seen any one go down the street faster in his life. The fair speeder happened to be coasting down hill, feet off the pedals, and when haled before the magis-

trate her only excuse was that she was a "safe rider," which, however, did not avail to save her a fine of \$1.25.

To get back to the original subject, the practice of riding without seeing where the road leads to or what happens to be in the way is one to be avoided, it leads to a state of somnolent absent-mindedness out of which the rider is only brought by sudden contact with something that disputes the right of way. When that "something" happens to be a moving automobile, the cyclist never wakes up to ask what hit him, as did the Connecticut blind tiger referred to.

How Mrs. Bedell was Discovered.

Acquaintances of Menus Bedell, the Lynbrook, Long Island, sprinter, who is now one of the American coterie riding on the Paris tracks, will be surprised to learn that he has been a Benedict since October last. Mrs. Bedell was formerly Miss Alice Carman, an attractive young woman of Baldwin, Long Island. A man who knows them both told the Bicycling World man that since Menus has been abroad Miss Carman, as she was still supposed to be, regularly received letters postmarked "Paris, France." She appeared to be deeply affected by the epistles received from across the lake. Last week one came to "Mrs. Menus Bedell," in her care. Then the secret was revealed. The Long Island lad will doubtless bring back a trunkful of cigars on his return from Paris.

Connecticut Police Become Zealous.

Owing to the antics of a couple of Yale students who have been tearing around the State in automobiles, the police of many of the Connecticut towns are now rigorously enforcing the laws. Previously they had been so liberal that motorcyclists had discarded their numbers and been treated like other cyclists. On Sunday, however, the wave of reform overtook J. J. O'Connor and H. G. Colt, of the Hartford Motorcycle Club, in Meriden. They were hauled up for riding without the State tags, and paid \$5 each for their forgetfulness.

Turnverein Shake Off Their Lethargy.

The National Turnverein Wheelmen, of Newark, N. J., seem to be shaking off that somnolence which has apparently enveloped the club for some time. It is expected that many of the oldtimers will oil up their mounts, brush the winter's dust from their suits and start on the century to South Beach which the club has on tapis for Sunday, May 21. The start will be made from Bruce street, Newark, N. J., at 6:15 a. m., and the route will be via Scotch Plains and Totenville. The fast division will make the start forty-five minutes later.

Road Races In Rochester's Park.

Rochester, N. Y., will have "something doing" on Decoration Day. Permits have been secured from the Board of Park Commissioners to run off a series of bicycle and motorcycle races. The "eye-opener" will be a twenty-five-mile road race from Genesee Valley Park to Scottsville and return. A \$400 piano heads the list of prizes. A twenty-mile motorcycle race around the park will conclude the programme.

One of the Signs of Summer.



"HANGING ON" TO THE MOTORCYCLIST.

Watcher for 21 Motorcyclists.

Twenty-six machines and twenty-eight men participated in the New York Motorcycle Club's spring century, the first of the season's motorcycle events to occur in the metropolitan district, and which was run on Sunday last. The odd two men were carried on tandem attachments.

Of the starters, twenty-two, including one of the tandemites, finished inside the time limit of eight hours. The course was from Brooklyn to Patchogue, L. I., and return—116 miles. The minimum time limit was six hours, exclusive of the dinner stop of an hour or more, and two men, A. J. Bendix (Orient) and R. G. Betts (Indian), inadvertently ran in slightly ahead of time, while three others, Fred A. and Frank Baker (Indians) and J. I. Brandenburg (Thor), sat on the curb for some time to avoid doing so. They finished exactly on the minute. The others struggled in from five minutes to two hours later, in this order: Roland Douglas (Metz), J. F. McLaughlin (Tribune), D. D. Miller (Indian), George P. Jenkins (Marsh), R. Roosevelt, Jr. (Indian), A. Mertens (Indian with tandem attachment), A. Jeannette (Indian), A. C. Naylor (De Dion), C. A. Forbisher (Indian), L. P. Lahm (Indian), P. H. Lahm (Indian), W. F. Horenburger (Marsh), R. H. Nickerson (Metz), A. Kreuder (Marsh), M. L. Bridgman (Marsh) and J. J. McNevin (Rambler). The "also rans" were L. R. Sniffen (Marsh), Henry Heyer (Marsh with tandem attachment), H. H. Glade (Mitchell), W. W. Savery (Special) and L. R. Watrous (unknown). Punctures accounted for at least two of the failures, Heyer's rear tire being cut almost in two.

The rite home was in the teeth of a gale that almost clouded the sky with flying dust and sand. The souvenirs of the run were handle bar watches and holders, on the dials of which were printed the necessary inscription.

The participation of M. L. Bridgman was a feature of the run. He is one of the oldest of the "old guard" of cycling; in its heyday was one of the "road kings" of the invincible Kings County Wheelmen. The motorcycle has "renewed his youth" and enthusiasm, Sunday's century being his first long ride in a wide stretch of years. His "Say, but it was great!" at the end of the run was evidence of his feelings.

Waltham's Venerable Trio Fail Ill.

For years three venerable men who are supposed to be the oldest wheelmen in the country have been a familiar sight in the city of Waltham, Mass. They have taken exercise on their tricycles, and have been laughingly dubbed the "Zimmerman Cycle Club," because they were so unlike that famous rider. Curiously enough, within a few days all three have been compelled to give up their favorite recreation. John Harris, at the age of eighty-four years, has become a victim of rheumatism; J. R. Clark, eighty years old, has become seriously ill, and W. N. Rogers, the youngest of the trio, being only seventy years old, has suffered a stroke of paralysis.

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Goodman Co., 154 Nassau street, New York.

TOURING IN JAPAN

Scenes and Incidents That Impressed Three Cyclists Who "did" the Kingdom.

Parts of picturesque Japan, as seen from a bicycle, are interestingly depicted by one of the party, in a sketch recently published in the Japan Gazette. In the party were Rev. Charles S. Davison and Edward H. Iglehart, formerly of Newark, N. J., and Missionary Stick, of Philadelphia. The story, as told by the writer, follows:

"Monday, the seventeenth of October, dawned brightly. It was the day set for the start of a ride that was to combine the features of an evangelistic trip and a bicycle tour. Three knights of the wheel set out from Sendai on the day above mentioned. Their route lay westward, their destination Yamagata. Stick, Davis and Iglehart were their names—the first, stocky and musical, the next, stately and ingenious, the last, short, and green as the hills of the lordly Hudson from which he had just arrived. Henceforth the narrative may be given in the first person.

"The sun had not gained a very dizzy height before we were in our saddles, nor had we covered a remarkable distance before we were out of them. Stick had not ceased to gloat over a pair of new tires lately fetched from America, until a pebble lurking by the roadside injected itself into the anatomy of that cherished tire, puncturing Stick's religion with a loud report and letting all the wind out of his pride. We were armed, however, for just such emergencies, and a short half hour sufficed to put that tire in splints and start us again on our belated journey.

"On up through the hills we pressed till we reached Sakunami, where we stopped for lunch. We had taken some with us, and, with the rice and tea, we managed to fare well. It was drizzling mildly when we left Sakunami, but we reached the pass through the mountains without incident and started down on the other side.

"It was perhaps the most exhilarating ride we have ever taken. Provided with coaster brakes we were not so certain of breaking our necks as we would otherwise have been. For we went down those hillsides like streaks of greased lightning. There were no straight stretches—all curves, around the side of one hill, then with a sharp turn back around another steep mountain on one side and sheer ravine on the other, and the mountains rising across the chasm seemed but a short stone's throw distant. To give some estimate of our speed, it may be noted that what we thought was a picket fence we afterward discovered to be a line of telegraph poles some forty feet apart.

"After we left the hills we found excellent roads, and made fifteen miles in one hour, reaching Tendo about 4 o'clock. We stopped here to eat persimmons and drink hot water.

We had here an excellent view of those bears for which this region is justly famous, that portion of the population sometimes termed the gentler sex being so garbed as to present a decidedly bruinic aspect.

"We escaped from town in safety and reached Shinjo in good season. Meeting had been planned in the assembly hall, and quite a number of young men were present. Both Dr. Moore and Mr. Miller spoke, as well as the native worker, and the rest of us unwrapped the napkin where our one talent lay and furnished a little music.

"Wednesday morning we were up early. It was cloudy and misty. But we were due at Tsurugaoka for evening service, and as Miller and Moore were off in Kurima and our baggage with them we had no choice but to follow. M-U-D-D is a bad spell of 'mud,' but not nearly as bad a spell as we got into



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that day. We use the preposition 'into' advisedly, for we were 'into' it with two feet and a wheel apiece.

"In some places the road was practically impassable, and we were glad to cut through the fields, stamping along, dragging our wheels with us, and then mounting them and splashing on through water and mire. It was a splash of thirty-four miles, which we negotiated by noon. We were a sorry-looking trio. We were literally encrusted in mud, mummified or muddified, as it were.

"The inhabitants of the town were too polite to laugh in our faces, but when we had passed them and they had the benefit of a rear as well as front view, we could hear the shouts of derision mingled with glee. We reached the hotel and disrobed in the yard, leaving our mud-soaked clothes to the tender mercies of the helpers while we sought the comforts of the bath and warm, dry kimono.

"We spent the afternoon in resting, writing, cleaning the wheels and meandering about the town.

"Sakata was our next stop. It is only eighteen miles distant from Tsurugaoka, and as our clothes were neither dry nor clean, we decided to defer our departure till afternoon. During the morning we lazed about. Iglehart furnished considerable amusement to the waitresses by his evident ignorance of custom as well as by his light hair. A man was hired to try and chastise some of the dry mud out of our clothes. After a hard morning's work he was measurably successful, and we started off again as fresh as cucumbers.

"Miller and Moore had preceded us, but we passed them en route, and reached Sakata in two hours, riding around the edge of the town and climbing the hill overlooking the sea, and then down into town and our hotel. We started out to scour the streets in search of some little relish, for some of us were growing tired of Japanese food altogether. We uncorked a bottle of Ramone, but it might have been one of Noah's specimens, as far as its antiquity was concerned.

"Friday morning, at 8:30 o'clock, we started for Akita, seventy miles distant. Miller and Moore had to make it in two kurima stages, staying at Honjo over night, but we wanted to do it in a day. The weather was threatening when we started, but the sun soon put in an appearance and we had a good day for travelling. The route lay chiefly along the sea coast, and we could see the people, old and young, hauling in their nets. The roads were in good condition, though for forty miles we had some hard pushing.

"When we reached Honjo we were ready to stop for food and rest. We had the name of a hotel and inquired of a man as to its whereabouts. But he proved to be the keeper of another inn, and, of course, could not understand us. Old rogue! Human nature is the same the world over.

"After an hour's rest we were in hot pursuit for Akita, which we reached in fine fettle just at dark. We thought something of pushing on farther north on Saturday, but rain had moistened the roads according to its custom, and we preferred to stay in Akita over Sunday.

"Sunday had been a beautiful day, and we planned to ride on our wheels through Yokote over the mountain to Kurusawajiri on Monday, but our plans were shattered when Monday brought with it a heavy rain storm; so we started for Sendai by train, leaving Akita at ten in the morning and reaching Sendai by way of Aomori at 6 o'clock the next day.

"The ride was uneventful except for one slight incident that well illustrates what wonderful things railroads can accomplish in these latter days. Mr. Nagano was in the same coach with us traveling from Akita to Aomori. When our train stopped at Odate a south train was in the station; and on this train was Mr. Kohoti bound for Akita. Seeing his friend, Mr. Nagano, in our train, he left his seat, came across to our train, sat down by Mr. Nagano and entered into a lively conversation. In the meantime the other train pulled out of the station, and shortly afterward our train resumed its journey northward. In a short time we heard Mr. Kohoti deliver a homily on railroad travel, which, interpreted in colloquial English, was something like this:

"This is a great country, Mr. Nagano, and its progress during the last few years has been marvellous. Great strides have been made in the matter of transportation. How strange it seems that you should be travelling north to Aomori, and I should be travelling south to Akita, and yet we should both be sitting side by side in the same car."

"Truly this is a great country."

A NIGHT IN RUDDLAN

Being an Experience of Two Americans
Who Visited the Valley of the Clwyd.

"Speaking of touring experiences and those mind pictures of the towns you have passed through," said one of the old timers, "reminds me of a little town in North Wales, where another chap and I spent Sunday some years ago. We were en tour on our bicycles, and had just come through from Chester on our way to Holyhead. Coming down the wonderfully fair valley of the Clwyd that morning, we had stopped more than once to absorb the view, and had been delayed not a little in consequence. Besides, there had been a little detour to see a certain magic spring whose waters had wrought marvelous cures more than once and whose fame, in consequence, had spread abroad even to our own land. So that before we knew it, the day was nearly gone and we still had more miles to travel before our night stopping place was reached than we cared to do. And so, being a wee bit lazy, I fancy, we decided to camp down in the first town we struck, and that town was Rhuddlan.

"It was just about sunset when we dragged into the village and up to the inn door, and we were glad enough to see what a cozy place it was, for we were pretty well tired out. But, on making inquiry, we learned that the place was full up—market day the following Monday, or something of that sort, I forget just what—and that we would have to go further for a night's lodging. But we had a good dinner there, and afterward thought we would push on to Rhyl, a little town on the coast, where we had originally intended to stop over the ensuing day, which, by the way, was a Sunday. But after that dinner we were simply too tired to go another mile, and so it came about that, after a good deal of questioning, we turned into a narrow little lane, high walled on either side, and so to a back street with a row of houses on the one hand and the open fields stretching away to the meadows and so to the sea beyond on the other.

"At the second or third house we dismounted, and, pushing open the gate, stumbled on the rough laid bricks of the walk around to the rear, where was the door, for the front presented a blank wall to the street. At the door my companions lifted the little brass knocker a couple of times, and presently there came a withered spinster lady, who inquired our business in no welcoming voice. 'No,' they didn't take in lodgers, and couldn't accommodate us under any consideration. Probably we did look just a bit seedy at that. But a little persuasion from my friend, who was a master hand with the women folk, soon set matters in a different light, and we were admitted, after stacking our

machines in a dinky little lean-to along with the wash tubs and other outhouse paraphernalia, and cleaning our feet on the mat as per instructions.

"That was nine years ago, and there was nothing particular to fix the picture in my memory, but, do you know, to my dying day I shall never forget that little kitchen, with its quaint air of prim Welsh decency. There was the floor, laid with unglazed red tiles, the walls, only half wainscoted and showing here and there the rough whitewashed stones, the open stove set into one side, and over it the imposing array of family brasses, warming pan, pots, pans, candlesticks and all, bright as sunshine and set as the Gospel. The square oak table was real mission style, I can tell you, with the rich coloring which comes from years, aye, generations of use, and under one of the legs was a bit of a chip, for the floor was far from even. Then, there was a big high clock that kept us awake for an hour or two with its monotonous tuneless chime. And all so clean; truly, it made one thing of the solemn array at Mount Vernon, which one must observe from a respectful distance, across a rope, but may not touch. And here, amidst this awful cleanliness, lived two old maids, as had lived their mothers for years, yes, and hundreds of years.

"There was trouble over the room. In it there were two beds. The bargain had been laboriously brought to a conclusion, with the distinct understanding that we were to have the room with two beds. But when, at length, we were permitted to inspect it and were about to slip off our smelly, tired clothes, we discovered that but one of them was made up. Then followed another wrangle. I always did hate those scraps which seem so much an essential of cycle touring. Our hostess expressed infinite surprise that we should wish to sleep in two beds when one was of ample size for both of us, and dwelt quite at length on the peculiarities of travellers in general, and wheelmen in particular. It would be half a crown more if we used both beds, she said, and my friend, who was a bit of a shrew himself, stooped to quibble over it, while I tumbled into the one bed which was 'fixed.' In the end he had to give in, and the additional half crown being duly pledged, we were ordered out while the other bed was made up. Then it was that I fell heir to the wrath of both parties. My friend was provoked at what he termed my lack of interest in our affair, and my lady was much insulted because I resented the thought of putting on all my things again just while she made the other bed. But at last I was brought to terms, and, after a weary wait in the kitchen, we were permitted to turn in, in peace and comfort, with only the quarterly hour snarl of the clock to disturb the quiet of the place.

"All the next day we rested. My, my, but it was beautiful, that little town! In the first place, there was the garden—trim, well ordered, high walled and sweet. Then there

was the village, a perfect type of the picture book villages, crooked streets, ramshackle houses, little chromo lanes that looked for all the world as if they had been cut out of a print and pasted on, the little church where the bells rang most all the morning, so we thought, and in the outskirts the old castle ruins, with their savor of historical enchantment. We strolled up the river for a couple of miles and lay down on the bank for an hour, listening to the chimes and weltering in the light. 'Twas just ideal, I can tell you!

"Next morning, when I came down—I was always last man out then, and am inclined to it still, you know—I found my friend in all the throes of tire trouble. He would persist in using these double tube businesses and the inner tube of his rear tire was porous. I had been telling him so Saturday, every time he stopped to pump the thing, but somehow he had refused to bow to my superior wisdom and put in a new one. Now he was really up against it, for the thing wouldn't leak under water, and wouldn't stand up in the shoe. I had been wakened by a sharp discussion under my window, occasioned by his thoughtless appropriation of one of my lady's tubs, and the trouble had not even yet been properly adjusted when I appeared on the scene. There would be a spell with the tube in the tub; then a spell with a shoestring and the outer casing and many half articulated words, until the tube was in place, a struggle to get it on the wheel, more trouble in setting it up in the frame—for the fellow just would put it all on before he tested it again—then a turn with the pump, and, after we had packed up and said goodby with a becoming show of reluctance, which, by the way, was in no case reciprocated, a false start of half a block, only to come back and go at that old tire again. This happened no less than three times, amid growing disgust on my part.

"But at last we were really off, though my friend was downhearted at having to give up the struggle with the tire. And so we pushed out into the hot, dusty road, with the glare of reflected light well-nigh blinding us on the bridge; out and down that famous vale to the shore with the dancing shimmer of the Irish Sea and the soft wind pressing against our bodies and rolling up the grey cloud behind us—happy and trouble forgot, at the thrill of mere existence on such a glorious day."

Blunder of a Cycle Thief.

George Mayhew blundered when he attempted to steal a bicycle in Jersey City. It happened to be the mount of Bicycle Patrolman Fox, who also proved fleet of foot. Fox left his wheel at the curb in Fifth street one day last week and went into a house to serve a summons. When he came out he saw his bicycle disappearing, with a strange rider in the saddle. He sprinted after it on foot, and Mayhew was so far from being a scorcher that he was overhauled within a distance of two blocks. After his arrest he told a story of poverty as an excuse for his act.

How to Prepare for a Journey.

There is something in the trig and trim aspect of a bicycle which makes it very appealing even to the eye of a scoffer. It is so simple and light, and at the same time so staunch and true, that it fascinates one, whether or, no he be willing to acknowledge the interest he really feels. Of course the interest is but intensified when the machine is well groomed and shows evidence of careful handling.

Last Sunday, while a Bicycling World man was crossing the One Hundred and Thirtieth street ferry with a machine of his own, of which he is not a little proud, he fell in with a tourist whose outfit was so neatly disposed as hardly to be noticeable at all. The mount itself was in perfect shape, though it showed here and there marks of last season's wear and tear; every spoke was bright and clean, and not a speck of rust showed anywhere. Clamped to the bars on one side of the head was a watch, and on the other was a little tablet of sheet metal, about two inches by three, on which several sheets of paper were held by rubber bands. A pencil was stuck into a rubber band close beside it, to be readily reached when any notes were to be made. Evidently the rider was accustomed to making good use of the scheme, for there were notes of sundry turns and twists and hills already jotted down. It struck home at once as being a mighty good scheme.

The total mileage dial on his cyclometer showed that he had not been idle since winter was called off, and the trip record showed that he was just starting on a journey. His tool pouch was buckled up tight against the head, and under the straps were several turns of adhesive tape to keep the affair from yanking about and squeaking. Altogether, it was very pleasing to see the care and appreciation that were noticeable all about the machine.

Delaware's Good Roads Work Begins.

Cyclists who have had occasion to ride over Delaware's miserable roads will rejoice to learn that the Tenth Representative district of Kent county is the first to take advantage of the new good roads law. The law provides that each county district raising \$1,000 from a levy shall be given \$1,000 for the improvement of its roads. President Woodruff, for the Tenth district, petitioned the Levy Court, and that body has levied an additional tax of 8 cents on the \$100, in order to raise the necessary \$1,000. This will be used to put the poorest of Kent county's roads in better shape.

Rhode Island Dealers Plan Road Race.

Rhode Island dealers are planning for a five-mile road race on June 10 over the old Providence course. It will start and finish at "Sandy" Fenner's. If present intentions are carried out, the prize list of between \$1,500 and \$2,000 ought to attract a classy bunch of amateurs. As yet, however, the scheme is in its infancy.

Pacific Coast Invites Racers.

Somewhere in the books it is written that hopefulness is good for man and his health, also his neighbors. Mark this special trait and the cheerful habit of the genus of men who ride bicycles. It is just three weeks since they were sat upon and enjoined by the police of Newark, told to be good, and have their little riding game at night or on week days.

Now, it must be admitted that this dictum dampened the spirits of the riders for a time, and they have not yet finished the making of comparisons. Although the police board's ultimatum has given a hard setback to the prospects of a good racing season in the East, still the situation is not as black as some would fain paint it. Many of the professionals and amateurs are working hard at the board track, and the money followers ought to be in excellent trim when the circuit opens.

It is said that the Salt Lake people are offering the speedy ones now in this part of the country all kinds of inducements to come out there. With the Ogden Oval now in the course of construction and contemplated tracks at Denver and San Francisco, a compact little three cornered circuit will result, which may take some of the riders out before the grand circuit starts in July. But for the present, at least, they will continue to grind out miles at Vailsburg, trusting that the minds of the powers may change, since all men have that supreme privilege.

IF YOU SEEK VALUE FOR YOUR MONEY

you will find it in attractive and unparalleled proportions in the

YALE AND THE SNELL BICYCLES,

\$50 = \$35 = \$30.

IN MOTORCYCLES

there's nothing quite in the class of the

YALE-CALIFORNIA.

RUNS SLOWLY AS WELL AS IT RUNS FAST,

and slow speed is as important as fast.

Motor, Carburetter, Vibrator, Muffler, Grip Control, Spring Handle Bar and Spring Fork are all original and used exclusively on this machine.

CATALOGUE OF EITHER BICYCLES OR THE MOTORCYCLE ON REQUEST.

CONSOLIDATED MFG. CO.

Toledo, Ohio.

The Week's Patents.

788,500. Starting Means for Explosive Engines. Henry J. Podlesak, Chicago, Ill., assignor to International Harvester Co., Chicago, Ill., a corporation of New Jersey. Filed July 25, 1904. Serial No. 217,901.

Claim—1. In a gas engine, the combination of an igniting mechanism, a reciprocating rod having means for operating the igniting mechanism, a cam driving motion from a movable part of the engine and adapted to actuate said reciprocating rod to ignite the charge at predetermined intervals during the regular operation of the engine, said cam having a portion adapted to reciprocate said rod during a backward operation of the engine to ignite an initial charge when a desired density of compression of said initial charge is reached.

788,765. Pneumatic Tire. Charles S. Frank, Epworth, Iowa. Filed September 26, 1904. Serial No. 225,983.

Claim.—The herein described reinforcing band for pneumatic tires, comprising a band or tire proper adapted to fit around the tread of the pneumatic tire tube, a series of ribs longitudinally disposed on the surface of said tire and a series of ribs transversely disposed relative to the tire intermediate each series of longitudinally disposed ribs, and a resilient cover for said tire, all combined substantially as specified and for the purpose set forth.

788,808. Sparker for Explosive Engines. George A. West, Buffalo, N. Y., assignor of one-half to Austin M. West, Buffalo, N. Y. Filed November 13, 1903. Serial No. 181,063.

Claim—1. In a sparker for explosive engines, a cylinder having one end in communication with the explosion chamber of the engine, a piston disposed in said cylinder, an electrode carried by the piston, and a second electrode movable transversely of the first and adapted to be engaged and moved thereby as the piston is reciprocated, said electrodes having rounded or cam shaped contact faces to permit the wiping of one past the other.

788,983. Armor For Pneumatic Tires. Robert Wright, Cleveland, Ohio. Filed September 24, 1904. Serial No. 225,815.

Claim—1. The combination with a pneumatic tire, of an armor therefor comprising a metal band extending around the periphery of the tire, and held in place by the expansion of the tire when the same is inflated; and having its edges extending between the band and the tire.

789,024. Automatic Tire Charging Pump. James M. Hibbard and Alvin C. McCord, Chicago, Ill. Filed October 3, 1904. Serial No. 226,945.

Claim—1. A tire inflating device, comprising a support detachably securable to the wheel, a pump mounted on said detachable support, a pump actuator also mounted on said support, and means for anchoring said pump actuator against rotation with the wheel, said support, pump and pump actuator being together applicable to the wheel and together removable from the wheel, substantially as described.

788,726. Friction Clutch. Philip Medart, St. Louis, Mo., assignor of one-half to William Medart, St. Louis, Mo. Filed November 18, 1904. Serial No. 233,361.

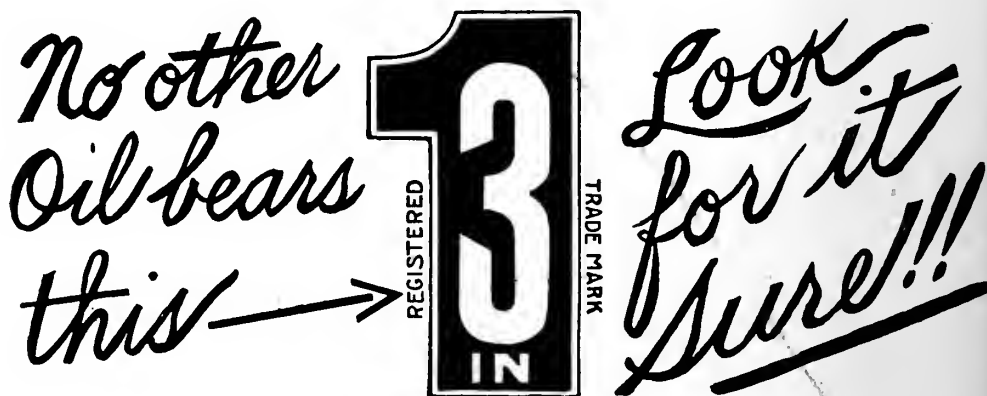
Claim—1. A friction clutch or coupling, comprising a driving and a driven part, one of said parts comprising two expansible segments, a segment supporting frame to which they are adjustably connected at one end to compensate for wear, toggle links interposed in the space between the opposite ends of the segments, a radially moving block pivotally connected with the links, and means for moving the block radially to cause its pivotal connection with the links to pass radially beyond the pivotal connections between the links and segments.

Could Have Circled Globe Six Times.

If Harold Freeman, of Worcester, England, had been possessed of the touring mania, and had journeyed at the same average rate which he has maintained for the last twenty-eight years, he would have encircled the globe six times and would now be well down the homestretch on his seventh lap. For this inveterate cyclist, who has kept accurate count of all his goings in and comings out since 1877, has travelled something over 172,790 miles in all. Latterly his average annual record has been something over 10,000 miles, which is all the more remarkable when one takes into account the fact that he only rides during the open season and hibernates in the winter.

Rode Four Miles Backward.

They say that a cyclist of Skipton, England, recently performed the journey to a neighboring town, a distance of some four miles, in the space of twenty-two minutes, and rode backward all the way. In the course of the trip he met and passed no less than three traps, a motor car and a dozen other cyclists and climbed several steep hills. Judging from the number of accidents which are recorded as happening to cyclists over there, it might be of advantage for them all to take to riding hindside foremost.



This trade mark is printed in RED on every label of every bottle of "3-in-One." Also on the outside of every package. Other oils dare not imitate it. They may try, in fact they do try to imitate the oil itself—but they only try. Beware of infringements and articles "said" to be "just as good." Get the real, the only "3-in-One."

G. W. COLE COMPANY, Manufacturers, 141-145 Broadway, New York.



DO NOT FAIL

TO GET

A SOLID BRASS SIGN—FREE.

One of these signs is just the thing to give tone to any store front. It will be a trade catcher for you and talk business day in and day out.

These signs are beautifully polished, have hand-engraved, black enamel filled letters and measure 12 by 15 inches.

Order from your jobber, one gross 4 oz. tubes of NEVERLEAK. With each dozen you will find enclosed a NEVERLEAK "Brass Sign" certificate. Send us 12 certificates and you will receive one of these magnificent signs, absolutely free of charge.

BUFFALO SPECIALTY MANUFACTURING CO., Buffalo, N. Y.

The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LI.

New York, U. S. A., Saturday, May 20, 1905.

No. 8

FORG LOSES HIS CASE

Infringement Suit of Long Standing is Decided in Defendant's Favor.

Peter Forg, Somerville, Mass., has lost his case against W. H. Fauber, of Elgin, Ill., and as both are now out of the bicycle business probably neither cares a great deal, save for the lawyers' fees and possible royalties.

Forg's suit was filed some two years since, and charged Fauber with infringement of his patent, No. 581,907, of December 3, 1895, which covers the modern construction of a sheet steel crank box. Although Forg has not figured in the cycle trade for some time, and Fauber's factory was destroyed by fire about a year ago—and has not since been rebuilt—the case was fought to a finish, the United States Circuit Court having just handed down its decision, which holds Fauber guiltless of infringement.

Automobiles Embarrass St. Louis Firm.

Morgan & Harding, St. Louis, Mo., have confessed themselves in financial straits, and asked that a trustee be appointed to render an accounting to their creditors. E. L. Harding, the senior member of the firm, of which A. G. Harding is the other member, believes that the embarrassment will prove of short standing, and that no one will lose a penny.

Both Morgan and Harding are cyclists of the old line, and did a good business in Pierce and Columbia bicycles, this year's trade having been the best in five years. They "went into automobiles," however, erected a garage and all that sort of thing, and to this is due their present trouble. They freely admit that their cycling interests had nothing to do with it.

Fire Damages G & J Warehouse.

Fire on Friday night last damaged one of the G & J Tire Co.'s warehouses at Indianapolis, but as the flames were discovered promptly by the night shift of workmen the damage did not exceed a value of a few thousand dollars. The loss is fully covered by insurance. The factory itself was unshinged, and, of course, the production of tires is going on as if nothing had happened. The damaged warehouse had just been equipped with the sprinkler system, but the water had not been turned on.

Australian Trade in a Bad Way.

According to the Australian Cyclist, not only is the cycle trade out there is "a shocking state," but "the 'backyard' jerry builder, the general shortness of cash in almost every branch of business, the inability of young men to secure remunerative employment and their consequent emigration to fresh countries, renders the outlook for the coming winter by no means encouraging."

Matters reached such a pass, indeed, that a mass meeting of the trade was held in Melbourne, at which the United Cycle Traders' Union was organized. At this meeting it was stated that one of the great drawbacks to the prosperity of the industry was the duty of 25 per cent. levied on imported machines. The free admission of parts, it was prophesied, would assist materially in improving the conditions. Another handicap to the legitimate dealer is the man who works in a cycle establishment during the day, and at night time competes with his employer by assembling machines in his own little workshop. This latter class is said to be more numerous than the legitimate dealers.

Gets Rest of M. & W. Stock.

Concurrent with the pending merger of the Rubber Goods Mfg. Co. and the United States Rubber Co., it is announced that the former has effected the purchase of the remaining outstanding stock of Morgan & Wright. Previously it owned but 75 per cent of it, and the acquisition of the other 25 per cent was necessary to make its possession of the Chicago concern complete.

The Retail Record.

Troy, N. Y.—J. Lucy, sold out to E. H. Brunelle.

Gaylord, Mich.—A. H. Vandorn; fire; loss, \$1,000.

Grand Rapids, Mich.—Willoughby & Brown, new firm; opened store in Judd Building.

Damage Pays 6 Per Cent.

The balance sheet for 1904 of A. W. Gamage, Ltd., the big London supply house, which has just been filed, shows net profits of \$90,300. A 6 per cent. dividend was declared out of the earnings, and \$5,000 added to the special reserve fund.

BIG MERGER PLANNED

Several Tire Plants to Be Acquired by a Great Rubber Corporation.

The Rubber Goods Mfg. Co., which, among others, includes the Hartford Rubber Works, G & J and Morgan & Wright plants, is in a fair way of being merged with the United States Rubber Co.—the rubber shoe trust—in fact, the negotiations have been to all intents and purposes consummated, and require only the formal ratification of the stockholders of the United States Rubber Co., which undoubtedly will be given at the special meeting called for the purpose on May 25.

The plan of merger calls for an increase of the United States company's capital stock to \$70,000,000, including \$40,000,000 first preferred stock and \$10,000,000 6 per cent non-cumulative second preferred, and for the acquisition of not less than two-thirds of the capital stock of the Rubber Goods Co., much of which is already held by the other corporation.

At this time the United States Rubber Co. has \$25,000,000 common stock, of which \$23,666,000 is outstanding, and \$25,000,000 8 per cent non-cumulative preferred stock, of which \$23,525,000 has been issued. The Rubber Goods Mfg. Co. has \$25,000,000 common stock and \$25,000,000 7 per cent cumulative preferred, the amounts outstanding of the two classes being, respectively, \$16,941,700 and \$8,051,400.

A. N. Brady, the traction magnate, and S. P. Colt, president of the United States Rubber Co., were the leading spirits in the transaction, which is outlined in an official circular issued by James B. Ford, vice-president of the company. He says the acquisition of the Rubber Goods Mfg. Co. will be a means of providing a larger market for the supplies of the larger company, and estimates that the net earnings of the Rubber Goods company will increase from \$1,500,000 to \$2,000,000 a year. He then discusses the various plans suggested for the financing of the 67 per cent of the stock of the Rubber Goods company, and says:

"The means of making payment for the stock so purchased also has been carefully considered. At the outset it was thought

AS TO FOUR CYLINDERS

Cost and Other Causes that Operate Against their Use on Motorcycles.

that such purchase might be accomplished by an issue of collateral trust notes, secured by a pledge of the shares of stock of the Rubber Goods Mfg. Co. acquired by the use of such notes, and rather than forego the purchase and the advantages to result therefrom to the United States Rubber Co., if no better means were provided, it might still be advisable to make such purchase by the use of such collateral trust notes. But it occurred to the management that rather than subject their stock to the prior fixed charges of such collateral trust notes, the United States Rubber stockholders might prefer to provide the means of purchase by an increased issue of stock, especially if the stock issues were to be adjusted so as not only to give assurance of stability of value to the preferred stock, but also to hold out reasonable expectations of increase of value in the common stock of the United States Rubber Co.

"Both of these purposes, it is believed, would be attained were the very moderate amount of the preferred stock and all of the common stock of the Rubber Goods Mfg. Co. to be acquired by an issue of new first preferred stock of the United States Rubber Co. in amount equal to that of the Rubber Goods Mfg. Co., and an issue of a new 6 per cent second preferred stock of the United States Rubber Co., preferred only as to dividends (and not as to principal) over the common stock, which thus would get the benefit of the entire residue of earnings after providing for the preferred dividends, which would be limited, respectively, to 8 per cent and to 6 per cent annually. For the total amount of the common stock of the Rubber Goods Mfg. Co. there would thus be issuable not more than 60 per cent of the par thereof in the (new) second preferred stock (at par) of the United States Rubber Co.

"The reports of the Rubber Goods Mfg. Co. have satisfied the management that if all of the stock of the Rubber Goods Mfg. Co. were obtained on these terms the first preferred stock of the United States Rubber Co. would be substantially assured of regularity and stability of 8 per cent dividends; that the second preferred stock would have every reasonable expectation of a regular 6 per cent dividend, and that full dividends would be earned and without great delay might reasonably be paid upon the common stock of the United States Rubber Co. These advantages to the stockholders of the United States Rubber Co. would be gained without sacrifice of any right, but rather with a corresponding advantage to the interests of the stockholders of the Rubber Goods Mfg. Co., for the 7 per cent first preferred stock of that company would be exchanged for an 8 per cent preferred stock, and the common stock of that company—upon which for some time no dividends have been paid—would (though to a lesser amount) become a preferred stock with reasonable assurance of 6 per cent dividends. The case seems to be one in which each of the two parties would derive just and proportionate gain from the transaction."

While it is not contended for a moment that the four cylinder engine for motor bicycles is a probability of the near future for general use, the number of these machines which has been built on the other side and their performances in the hands of their builders have served to provoke some instructive discussion.

The greatest drawbacks to the design of such a machine are, of course, the extremely limited space at command and the absolute necessity of keeping the weight within narrow limits. One thing apparently has been demonstrated, i. e., with the four-cylinder engine a smooth running machine, easy and simple to manipulate and capable of a speed of fifty miles an hour is possibility. But the question of first cost and durability, particularly the former, are staggering by comparison with the single cylinder machine. Probably there is no better way to give an idea of the results obtained with machines of this type of differing design and dimensions than to quote the remarks of one of their builders, Charles Binks, who expressed these views at a meeting of the English Automobile and Cycle Engineers' Institute:

"The apparent advantages of the machine are so great that it is somewhat difficult to see why it should not be successful, but like other things, theory is often greatly opposed to practice.

"I have pretty clearly demonstrated to my own satisfaction that it is quite useless to build a machine with smaller cylinders than two inches in diameter. I made one with 1½-inch cylinders, and this engine would run at 3,000 revolutions per minute, but the power obtained by it was altogether out of proportion with the expense incurred in manufacturing it. In fact, such a machine, made in the best possible way, and everything running to the best advantage, with a gear of six to one, will not climb a hill of a gradient of one in twenty, unless rushed at it. This friction of the many cylinders seems to be enormous. When this machine first appeared it was a commonly expressed opinion that the cylinders being placed immediately one behind the other, would cause overheating, and no doubt numbers of people were prevented from getting machines of this type from this cause, and I think it would be a desirable thing that criticisms of this sort should not be indulged in by people who have only an elementary knowledge of what they are talking about.

"With this small engine I proved conclusively that on the road the cooling surface was too great for the efficiency of the engine, and if the cylinders were shielded in some way from the wind, much better results were obtained. However, having satisfied myself that cylinders of this size were useless, I made one with cylinders 2 inches

in diameter, and the extra increase had a remarkable effect. The machine has 2-inch cylinders by 2½-inch stroke, and this machine is capable of taking an ordinary rider up a hill of one in ten, but as it is quite possible for machines with single cylinders of 3 inches in diameter and the same gear to take this gradient, it would appear that there is no apparent gain in having four cylinders for climbing hills. One point in which this machine shows its superiority over the single-cylinder bicycle is the capacity for going slowly—four miles an hour, or even less, can be obtained with the clutch connected to the engine.

"I next made a machine having cylinders 2½ inches in diameter, and, singularly enough, with the same gear, this machine proved little or no faster than the smaller one, although probably nearly double the power. I was considerably surprised at this, but having built numerous machines and tested them against each other, I failed to alter the conditions in any way, although the hill climbing capacity of the two machines was not to be compared. The one with the large cylinders would take hills with the very greatest ease which the smaller one would fail to negotiate. From this it would seem that the only advantage obtainable by using four cylinders is to get smoother running and slower speeds. Against these advantages we have to face the great additional cost, and the very great additional chance of things getting out of order, and I have found that, owing to the whole machine being practically exposed to mud, dust and rain, this liability to derangement is very considerable, and such a machine as the one before you, although when perfectly clean and in good order gives satisfactory results, has every part of it so minute as to render it peculiarly liable to derangement.

"I have alluded to the difficulty in making the machine durable. If one considers the method of making the single cylinder motor bicycle crank shaft and connecting rod, it is easy to see that the method employed in the manufacture of this part is calculated to give exceedingly long life. The ends of the crank shaft, crank pin and connecting rod bush are all very simply made of steel hardened and ground. When one considers the four cylinder motor bicycle from this point of view, it will be seen that to make a crank shaft equal to the single cylinder bicycle is a very different and costly job, which entails the turning of the four-throw crankshaft, case hardening it and grinding it practically from end to end and the grinding out of the connecting rod end. To make a crank shaft the same way as a small car crank shaft is made—namely, to leave the crankpin soft and to use phosphor bronze bushes—is altogether unsatisfactory. No matter how carefully these parts are designed and constructed, in a matter of a few hundred miles at the excessive speed at which the machine runs, wear is soon apparent, causing the engine to knock and the efficiency to be impaired to a serious extent. Thus it would seem that, to obtain the same wearing qualities as the ordinary single cylinder motor bicycle, a machine of this type has to be made on exactly the same system at a very great increase of cost."

ELEVATING THE AGENT

How a Business Man Went About it and Why he Failed of His Purpose.

"Probably there are some of the humbler men in the bicycle business who are sufficiently ambitious to become more than mere tinkers, as *The Bicycling World* of last week suggested," said a successful business man who is also a cyclist of long experience and who had read the editorial in which it was asserted that nowadays only the man with brains, energy and capital can make his mark in the cycle trade.

"I say probably," he went on, "although as a matter of fact I do not think that the number will make a very respectable total. I really don't believe the great majority ever give the subject a thought; they are simply content to drift where the tide takes them. If they have any ideas they keep them uncommonly well concealed. It may be that I am pessimistic on the subject, but if so it is due to a most interesting experience or experiment.

"About three years ago I interested myself in the business of the tinkerer with whom I stored my bicycle, and sought to do what I could to lift him above the dead level of a mere repairman. He was a fairly intelligent fellow, who during the boom had amassed \$8,000 or \$10,000 and then, like so many others, had seen it gradually melt away as the craze subsided. When I met him he was just about little more than making ends meet. I grew to know him quite well, and having a few pet ideas on the subject of retailing, I offered to place them at his disposal and, if need be, to advance a reasonable amount of money to put them into practice. I was anxious to see how they would work out.

"Jones—call him Jones, it will serve as well as any other name—was fairly delighted; nothing was too good for me. He had a splendid location in a high class residential neighborhood, on a wide, much traveled, asphalted thoroughfare, and in the immediate vicinity of a pretty little park. His establishment could have been made a little bijou; it was directly on the street with what might have been made a salesroom in front and a large repair shop and yard in the rear. Whenever he had orders for them, which was rarely, he built bicycles to order. To all intents and purposes, however, his business was repairing and selling second-hand machines; he had the agency for no bicycle.

"My first move was to induce him to get the representation of one of the very best bicycles on the market; I personally brought to bear some influences to assist him. I duly outlined my plan, which, among many other things, called for an attractive show window,

for the papering of his small showroom, the display on the walls of a few pictures of cycling interest, and the relegation to the repair shop of the accumulation of decrepit and disreputable second-hand machines which were in plain view of everyone who set foot inside his door.

"I likewise unfolded several eye catchers which would attract attention to his establishment, among them a 'bulletin' or black-board, on which some terse cycling sentiment or item of interest would be chalked or posted each day. These 'sentiments' also were to have been sent on successive postal cards to all his former customers, until he confessed that he had not kept a name or address for several years.

"He absorbed all the ideas like a pleased child and was profuse in his expressions of gratitude.

"In due course his wheels arrived from the factory, and with them some twenty-five or thirty inquiries which the makers had received from his vicinity. Awaiting the arrival of these communications I had composed in my best style what I conceived to be a fetching letter, which was, of course, to be sent to the prospective purchasers. It is my idea that printed circulars do not serve in such cases; therefore I offered to pay for the typewriting of the necessary letters. He had, however, obtained a little typewriter and one Sunday morning proudly informed me that he had remained up until 2 o'clock that morning to finish all the letters.

"Meanwhile I continued to urge him to paper and otherwise brighten up his dingy store, and also to make the 'bulletin board,' which was to play a large part in our campaign. He always had ready some convenient excuse for his failure to attend to the matters.

"As nicely as I knew how I often suggested that it would be well for him not to receive his callers in a dirty black sweater, or that he at least wear a coat over it when they put in an appearance.

"The letters to the prospective customers were duly mailed, and within the next week three of them called, one driving up in a carriage. Two of the three purchased the very highest priced wheels of the line, and the third ultimately, and after some haggling, also made a purchase.

"In the meantime another batch of three or four inquiries was received from the factory. To these people also the inducing letter was formally mailed. Not one of them put in an appearance. When the third batch of inquiries came to hand my protegee rebelled; he simply could not see the use of writing any more letters when people to whom he had written had failed to pay any attention to his communications; it was 'simply a waste of time,' he affirmed. I finally induced him to write the letters, but when no callers were forthcoming he practically 'threw up his hands.' He could not understand why people whose inquiries showed that they were interested in bicycles would not come around to see them when they were

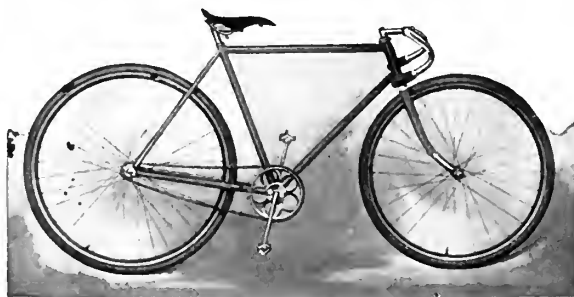
invited to do so. I endeavored to explain that they probably had written to a number of other manufacturers and had purchased elsewhere. I had a follow-up letter outlined to fit just such cases, but he got ugly and refused to 'waste any more postage stamps,' as he said—and this, mind you, despite the fact that he had sold bicycles to about 10 per cent of those to whom he had sought to sell—a big average. This rebellion was, of course, a dampener, but I made the best of it and kept urging him to finish the black-board on which he had started, and also repeated my suggestion as to papering his store.

"The season was well advanced before the board was finished. My idea was that the 'bulletins' be changed each day. I presented him with a collection of 'bulletins' and even chalked the first set on the board. It was duly placed outside his store and a few days later he told me that he was surprised at the number of passers-by who stopped, or slackened their gait, to read them. In face of the more serious setback this was slight encouragement. Before very many days, however, the task of changing the 'bulletins' overcame him; he let them stand for a week at a time, and when one of his friends supplied him with an alleged 'poem' he promptly made use of it; it amused him and he supposed it would amuse others, although, as a matter of fact, the poem was merely atrocious rhyming, which meant nothing, and which could not be read at a glance. It remained on the bulletin board for more than a week.

"I began to grow disgusted about this time, especially as the store still remained unpapered and the old wheels still littered it, and as no effort had been made to make ready the several eye-catchers which I had designed. I refused to give up entirely, however, and after fruitlessly dinning into him the advisability of seeking to interest his callers in sundries and after advising him to do so on a number of occasions, I purchased and gave him two telescopic pumps, which were one of the several sundries I had in mind that would prove good sellers. He sold both of these pumps within forty-eight hours to men who brought their machines in for tire repairs, but it was more than a week before he replenished his supply.

"When, in addition to all this, I found also that he had lapsed in taking the names of all those who brought jobs into his place, which names I had informed him was part of his stock in trade, and as he threw away the inquiries he received from the factory as fast as they reached him, I finally 'threw up my hands' and let him go his way.

"Perhaps the general run of dealers are not quite like this chap, but a glance into several stores and shops makes it appear that he must have been a pretty fair specimen of the genus. I don't believe they ever permit ideas of elevating themselves or their business to worry them. They are tinkers, not merchants, and tinkers they will continue to be to the end."



National, Model 80 Special

The weather for the last four months has not been good for racing, but on the other side of the world they are doing good work on the Nationals. The last of January at one meet in New Zealand, two National riders scored four firsts, three seconds, three thirds and six fourths, and at the Timaru Sports, another National rider won all races on the program. They have found out that Nationals are winners, and send 15,000 miles to get them.

In thirty days the sport will begin in the U. S. The Model 80 special National is the winner. Show a sample and it will sell.

NATIONAL CYCLE MFG. CO., Bay City, Mich., U. S. A.

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, MAY 20, 1905.

About the Dead Centres.

A very time-worn topic of discussion, and one which at one time occupied very much of the valuable space in the cycling press, is that of the various ways, possible and otherwise, of doing away with the dead centre. Every time the pedal comes around to a certain point the pressure exerted by the foot of the rider is directly in line with the crank arm, and hence the effort goes for naught. The same conditions obtain in the steam engine, the gas engine, and, in fact, in every form of mechanism in which a reciprocating motion is transformed into a rotary motion.

To overcome this fault in the bicycle numerous solutions were offered. One of them was a scheme which, by the use of the elliptical sprocket, was supposed by its sponsors to equalize the unequal effort of the pedals; another was a proposition to construct the crank in the form of a letter L, the pedal being at one extremity and the crank hanger at the other, and it was proudly pointed out by its enthusiastic supporters that when the crank proper was in the dead centre, the pedal was already considerably beyond that point, and that, therefore, there could be no effective dead point. Quite similar in prin-

ciple to this was the idea of making the crank in the form of the letter S, the proof of its success being the same as in the last case. Unfortunately for both of these worthy attempts facts failed to bear out the theoretical considerations, and they were at length abandoned.

The truth of the matter is that the turning effort depends on the leverage of the crank. When the latter stands at right angles to the line of application of the force, it is at its maximum; when it is in line with it, it is absolutely neutralized, because all the force applied is used up in a direct pressure on the shaft. In the bicycle, this tendency may be overcome to a certain extent by what is known as ankle pedalling. That is to say, at the critical point the foot is bent slightly and its effort directed in a nearly horizontal direction instead of being exerted downward. In this way, by an additional muscular effort, the difficulty is partially overcome.

Despite this the rider is still obliged to rely to a great extent on the momentum of the machine to carry him by the point of diminished effort. He must have stored up sufficient energy during the most effective portion of the stroke to enable him to get by the dead point in safety. But this is not all. He must not persist in giving to the pedals a series of sharp kicks, for if he does he will soon tire all the muscles with the frequent severe push in one direction. Instead, he must conserve his energies, modulate the work of the muscles, and by their varied use not only help himself along in getting by the dead point, but by the change of work thus effected relieve in part the weariness which comes from continued use.

Life is full of changing conditions, conditions which swing from one extreme to the other. One day the sun shines, and the next it is not to be seen; one day each stroke of the hammer drives the nail deeper into the wood, and the next the nail bends at every other blow; one day all is lovely and the goose hangs high, and the next he is flat on the ground. And between the extremes is always a dead point. It is easy to take advantage of the days when every stroke tells; it is possible to forestall the times when everything goes just wrong; but the dead point when uncertainty prevails and there is nothing to show whether the effort is for good or for naught, then it is that science comes to the front. Then it is that by a bit of well directed push one may help out, and by a little foresight, a little precaution, one may get by on momentum and—ankling.

The dead centre can never be done away with; it always has been there, and it always will be there; but its influence may be brought to naught if you push a little harder on the down stroke and ankle over the centre.

Benefits of Bulletin Boards.

The interview with the philanthropic gentleman who endeavored to assist a bicycle tinkerer to improve his lot, which is published in another column, is full of instruction and suggestion to the dealer or repair man susceptible to those influences.

The picture portrayed is easily recognized; men and stores and shops of the kind are not uncommon; indeed; they are too common. While there may be some excuse for the appearance of the dealer who is his own repair man, there is none—absolutely none—for an untidy or ill appearing store. White-wash, wall paper and picture frames are so cheap as to be within the reach of the most humble; the man who cannot afford a clean, neat, attractive place is better out of the business. He hurts it, and hurts himself by repelling customers.

Almost all the other points on which the gentleman interviewed touches should be obvious to the great majority of those in business. The keeping of names and addresses, of following up inquiries, of calling attention to sundries, should be, if they are not, practices so general as not to require comment. The merchant who immediately stops to count the cost of letter paper and postage stamps, or who is discouraged by the sparseness of responses, is as good as lost, and doomed to be numbered with the tinkerers and ne'er-do-wells.

The interview, however, calls attention to one feature that is rarely employed by those in the cycle trade, i. e., the bulletin board, and which yet may be made of potent influence. The fortunes that are spent on the placards in street cars or on dead walls are spent for just bulletins. In a smaller way the butcher and the grocer and other smaller shopkeepers find it advantageous to dally post bulletins—usually of price—in front of their doors that all who run (or walk) may read. At first blush it does not appear that the cycle dealer has much material that he can turn to such advantage, but reflection serves to show that he really has at his command a subject that readily lends itself to "bulletins," compared with which those of the butter and eggs and the meat man are as dull as dish water. The object of the business bulletin is chiefly to convey a sug-

gestion or to lodge an idea in the head of the passerby. It is good business, therefore, for the man selling bicycles to suggest cycling to the man or woman in the street. He cannot drag them into his store, and perhaps he cannot afford the expense of advertising. But none is so poor that he cannot display a bulletin and thereby to force the idea of bicycles on many persons in spite of themselves. It would not be easily possible for passersby to wholly escape successive bulletins, say such as these:

The thermometer to-day registered — degrees—just right for a good bicycle ride.

Go home and get out your bicycle (or come in and buy one). You'll go further, see more and feel better.

The best price to pay for a bicycle is the price of a —.

A windy day like this should induce you to think of motorcycles.

Feel blue or "woozy"? A bicycle ride is a sure cure.

You can laugh at heat, hills and head winds if you ride a motor bicycle.

There's no sweating or puffing if you ride a motor bicycle.

The best thing for what's the matter with you is a bicycle.

Quit dosing yourself with drugs; try a bicycle.

Bicycles are as good as ever they were; roads are better and there are more of them.

Why walk or ride in a "stuffy" street car when you can get there quicker and more pleasantly on a bicycle?

You need outdoor exercise—that's what's the matter with you. There's no exercise so good as cycling.

If riding a bicycle is "too much like work," try a motorcycle; it's great; the motor does the work.

Don't tell your troubles to the policeman; ride a bicycle and forget them.

How'd you like a long, cooling coast downhill on a hot day like this?

Nearly all of these contain the germ of a substantial suggestion, a suggestion likely to induce people to think about riding bicycles, and when the idea is implanted the work is about half done. A series of such bulletins mailed on postals to old customers who once rode, or who ride rarely, is also calculated to prove of good effect. But, at any rate, the bulletin board, properly used, is a good thing. If it is good for other business, it is good for the cycle trade.

Still Aping the Ostrich.

Having permitted a correspondent to say a good word in his columns about an American bicycle—the Rambler—the editor of the Irish Cyclist apparently felt that he had lapsed from the British policy of belittlement and makes haste to have it appear that while American bicycles once were all right, they are so no longer. He states that he himself rode a Rambler during 1897 or thereabouts,

and that a better or more reliable bicycle he has never seen, but, alas! the Rambler and the other American bicycles of to-day are not what they were in 1897! The Irish Cyclist used to be the fairest of critics, but the influences that have frightened or otherwise served to cause the British press to adopt a churlish attitude to things American, have had their effect on the Dublin publication. If this were not the case, and its editor really knew whereof he spoke, he would know that of all the bicycles made in America, the Rambler is the one that, like the rock of Gibraltar, is, in all its essentials, the same to-day that it was in 1897 or 1900. The characteristics that made it famous have withstood all attacks, and neither in quality of material or workmanship has it deteriorated.

As for the other leading American bicycles of to-day, we venture to say that neither the Irish Cyclist nor any of its compatriots possess real or intimate knowledge. Have they ever ridden or even examined a recent model of the Pierce, or Columbia, or Cleveland, or National, or Racycle or Yale? It is extremely doubtful. But it does not affect their attitude of studied belittlement.

Because, as the Irish Cyclist's correspondent stated, there were fools enough in Great Britain to buy some American trash with which they were baited, the press set up a howl and has kept its eyes and its brain closed and sweepingly condemned everything American ever since. It would be as easy for Americans to pursue the same tactics if they judged the English product by, say, the first few lots of Ormondes that were sent to these shores, for rottener bicycles never were built and never commanded such first class prices.

"In overtaking a flock of sheep," writes an English journalist of "caninecal" tendencies, "the cyclist will find it wonderfully effective to ride close up behind them on his own side of the road and imitate the harsh, rapid breathing of a tired dog. There will soon be a way clear, as I have proved dozens of times." The efficacy of the Englishman's plan is not doubted; still, not every cyclist's education has been sufficiently comprehensive to include a knowledge of the "tired-dog" style of respiration. Johnny Bull neglected to state whether or not he "brays like an ass" to disperse pedestrians, although he must, judging from his ashline advice.

From this distance what they term sport in Australia would be termed "fuke" in America. "Fixed" races—the blackest of all



FIXTURES



May 21—Brooklyn, N. Y.—Century Road Club Association's 15-mile handicap road race.

May 28—Detroit, Mich.—Dealers' Association's race meet at Recreation Park.

May 28—San Francisco, Cal.—S. F. Motor cycle Club's 264-mile endurance contest.

May 28—Jamaica, L. I.—Tiger Wheelmen, of New York, three and five mile closed races.

May 30—New York, N. Y.—N. Y. Motorcycle Club's open hill-climbing contest.

May 30—Boston, Mass.—L. A. W. Silver Jubilee.

May 30—Muskegon, Mich.—Muskegon Motorcycle Club's race meet.

May 30—Richmond, Ind.—Bicycle Dealers' Association's 13-mile road race; also lantern parade.

May 30—Rochester, N. Y.—Zimbrich's bicycle and motorcycle road races.

May 30—Detroit, Mich.—Detroit Wheelmen's bicycle and motorcycle road races.

May 30—Newark, N. J.—Bay View Wheelmen's annual Irvington-Milburn road race.

May 30—Atlantic City, N. J.—Atlantic City Cycling Association's 25-mile handicap road race.

May 30—Chicago, Ill.—Century Road Club Association's annual 25-mile road race; Chicago-Evanston course.

May 30—Buffalo, N. Y.—New York State Cycle Association bicycle and motorcycle races at Columbia Park.

May 30—Salt Lake City, Utah.—Opening of board track.

June 10—Providence, R. I.—Dealers' Association, 25-mile road race.

June 18—Brooklyn, N. Y.—C. R. C. of America's 50-mile road race for championship of United States and Canada.

July 4—Atlanta, Ga.—Race meet Piedmont track; also race for State championship.

July 30—Brooklyn, N. Y.—Century Road Club Association's five-mile road race.

August 7-11—Waltham, Mass.—Annual meet Federation of American Motorcyclists.

September 17—Brooklyn, N. Y.—C. R. C. of America's 100-mile handicap road race.

November 30—Brooklyn, N. Y.—C. R. C. of America's 30-mile handicap road race.

forms of sportsmanship—seen so common as scarcely to excite comment. Fancy what would happen here if the backmarkers in a race such as the Sydney Thousand entered into an arrangement as to which one should win and how the purse should be divided. Australia appears to need nothing so much as a thorough disinfectant.

"Had no intention of discontinuing the Bicycling World; couldn't get along without it."—George H. Kramer, Wayland, N. Y.

TEMPTING THE FLIES

How they are Attracted and Led to Some Choice Second-Hand Motorcycles.

It is one of the signs of the times that motor bicycles are claiming the attention of the sharks and bargain counter, cut price houses that deal with cycle wares. Decrepit second hands, exploited by means of advertising in which a low price and a few well-known names are adroitly woven, are, of course, the baits that are used to attract the multitude. An advertisement of the sort in a New York paper of Thursday "tempted" a Bicycling World man to walk into the cut price, bargain counter parlor. This was the advertisement:

MOTOR CYCLES, \$50 UP.

Reliance, March, Royal, Orient, Thomas, Merkel, Indian and several French motors, \$50 up.

Entering the parlor, the "innocent" was pompously led to a most unlovely looking assortment of motor bicycles that had evidently seen far better days. They numbered about five in all, though the ad. conveyed the impression that there were hundreds to dispose of.

"Where is that Orient you advertise?"

"Right here," said the smooth salesman, putting his hand on it. "All in perfect condition, you can see for yourself," he added.

Every machine was so incrustated with oil and mud that no one with clean clothes on would be tempted to get any nearer than necessary.

"Is that the \$50 machine?"

"No, this is it here, just as advertised, from \$50 up," pointing to a small Marsh of ancient manufacture.

The "innocent" shook his head.

"Where's the Indian you advertise?" he asked.

"We sold it yesterday," was the reply, in a deprecating manner and with an evident desire to confine the conversation to the specimens under consideration.

"Are you likely to have another one?"

"We get them, but not often," was the non-committal remark.

The Marsh and Orient were the only machines that were recognizable, the former by the name painted on the red tank and the latter by its name plate.

"Is this the Royal you advertise?" was asked.

"No; that's on the top floor; it's being fixed up; that's why it isn't out on the floor for inspection."

"Who makes that machine, do you know?" was put with a view to see if the information would be forthcoming, as the make in question has not been on the market for two years or more, but the salesman probably knew this as well as the manufacturer, and refused to commit himself.

"Is this the entire assortment that you mention in your ad.? What is this machine

here?" pointing to one from which the name plate had been stripped.

"That's a Merkel."

"What has happened to the name plate?"

"Oh, that's the way it came to us; that won't interfere with its running."

"And those two there?" indicating another pair that were minus name plates, "what are they?"

"Those are genuine French machines. And every one of them on the floor is in absolutely perfect order, as you can see for yourself."

"I can't see anything wrong with them," was admitted. "But how do I know they will run or how long?"

"Oh, we will give you a perfect demonstration; it won't take ten minutes to show you. You can run it yourself."

One glance at the oil-smeared condition of every one of the specimens was more than sufficient to squelch any ambition that a prospective purchaser might have in this direction.

"Don't you want to get one to-day?" was the anxious inquiry.

"No, I'm in no great hurry, and I'm not particularly taken with the looks of any of the machines you have there."

On Friday morning the "\$50 up" ad., still heralding the same Reliance, Marsh, Royal, Orient, Thomas, Indian and several French motors, a second Bicycling World man hurried around to the place, bent on investing in an Indian.

"I hear it's a pretty good machine," he ventured to the salesman.

"Yes, that's what they say," was the somewhat equivocal rejoinder, "but they's nothin' to 'em mor'n that one there," pointing to a Royal with a Mitchell battery box strapped on behind the saddle. "They're all made by the same company; it's all the same. The only difference is in the handle bars. And you could buy those yourself and put 'em on if you wanted to."

"I'm looking for that \$50 Indian you advertise in the morning papers," said the eager one.

"Indian? I fail to see it." Then, as the ad. in question was shown him, "Oh, that says, 'Motor cycles, \$50 up,'" and he led the way to the rear of the store.

He was a large, puffy man, with a loud, wheezy voice. He was the third in line (for the prospective customer has to pass through several hands before he may see the goods) and he dragged his feet as he walked.

"Marsh," he said, with a grandiloquent wave of the hand. Then he proceeded to expatiate on its virtues in the usual way. But the inquirer must have looked more like \$60 than \$50, for he presently led him gently to the second floor and introduced him to a Thomas, at \$65. It came down to \$60 before the session was over, however. There was also to be seen a "French" machine, with an Aster motor, as was averred, though the hall mark was missing; this most excellent piece of work could be purchased for \$80, though a mechanic who did more than his share of

the talking said that the new carburetter he was putting on it cost them \$20 before it was installed. It was he who averred that the Aster motor was made by the same people who produce the De Dion, a specimen of which was there in the shape of an antiquated tricycle.

Returning to the Thomas, at \$65, an attempt was made at a demonstration on the stand. But, unfortunately, the tank was almost empty, and only two or three coughs could be gotten out of it. Unfortunately, too, the gasoline man hadn't come yet, so the demonstration was foregone. While the mechanic was straddling the machine, and churning away valiantly, the salesman suddenly grabbed his caller by the arm and, pointing to the contact breaker, said excitedly:

"See! see the spark?"

The other had already observed it, but held his peace. As the workman began to show signs of perspiration about the brow, he inquired blandly if she was running all right now. He was told that she was not; that there was no gasoline.

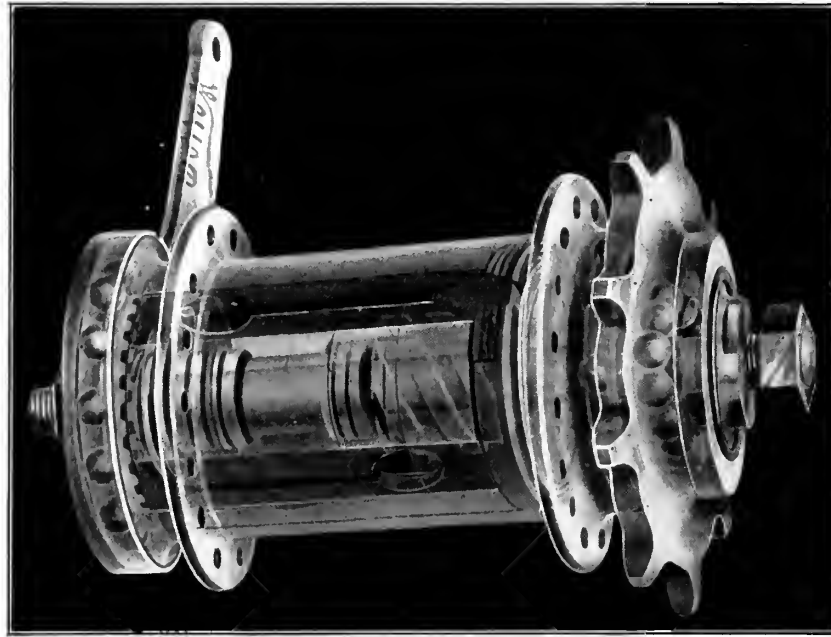
Take it all in all, there were some dozen machines to be seen up stairs and down, all very dirty, and many of them minus such little things as grips and contact breaker box covers, but all in "first class running order, and guaranteed to run anywhere any time." The Indians and Orients were not to be seen. Probably they were up on the tenth floor. One of the exhibits had a two-speed transmission, which would enable one to travel at any rate of speed, irrespective of the speed of the motor, and even to stop without shutting her down. But a little inquiry revealed the fact that one "reed business was on the starting side, and had no connection whatever with the motor. The speed was varied by adjusting the idler. This was one of the great talking points of the French machine already referred to.

Young Mensch's Trick Failed.

Only one rider was disqualified by the racing committee of the Tiger Wheelmen, New York, for reprehensible conduct at the twenty-six-mile road race over Long Island roads, May 7. M. Mensch, Jr., finished second in the race, but was immediately protested. Mensch's case was interesting. It seems that M. Mensch, Sr., and M. Mensch, Jr., were both down on the programme to ride, the former with No. 11 and 18 minutes handicap, and the latter with No. 38 and 12 minutes' grace. As the senior Mensch felt a trifle indisposed, the son thought he could cop first prize by riding with his father's handicap. So he rode with No. 11 pinned on his sweater and started off with the 18 minute bunch. As young Mensch has quite some speed he had no difficulty in riding in second. But a sharp-eyed official spotted the trick, and a protest entered, which resulted in disqualification.

W. Kluczeck, of Orange, N. J., who finished first, was protested for foul riding, but as the complainants could not furnish positive proof, the protest was relegated to the waste basket.

The MORROW



The King of Coaster Brakes.

So recognized because it was the first of the line, it has held its place because of its progressive and unquestionable supremacy.

The MORROW

made cycledom something more than
a realm of eternal pedal pushing.

ECLIPSE MACHINE CO., - Elmira, N. Y.

GOERKE FASTEST SOLDIER**Brooklyn Rider Wins "Military Championship" at Garden Tournament.**

Oscar Goerke, the crack sprinter of the 13th Regiment, Brooklyn, N. Y., can now lay claim to the title of armory champion, having proved his right to that distinctive mark at the military tournament which ended at Madison Square Garden, New York City, last Saturday night.

Friday night Goerke crossed the tape first in the two-mile race for the championship, in which the pick of the various regimental riders lined up for the start of the final heat. Goerke's hardest proposition to overcome was Owen J. Devine, also of the 13th Regiment. Devine tacked on behind Goerke at the start, and it was only by a long and tire-some sprint at the finish that the latter managed to shake him off. Gus Perden, of the 13th Regiment, was third. Time, 6:10 3-5.

In the one-mile handicap the back markers could not overcome the leads of the handicap men, and Fred Sulzer, 12th Regiment (70 yards), had little difficulty in finishing first. Gus Perden, 13th Regiment (40 yards), crossed the tape second, and W. Charlton, 13th Regiment (50 yards), was third. Time, 2:50.

Saturday night only one bicycle race enlivened the various events, but it was a "cracker," and for the one-mile military championship, too. Goerke kept up his winning streak by crossing in the lead. Goerke not only had the honor of winning the championship, but of also setting up a new armory record for flat floor racing. The previous record, 3:01, was made in 1901 by C. E. Schofield, of the 22d Regiment, and has stood ever since. Goerke, however, clipped Schofield's time by one-fifth of a second. As on the previous night, Devine gave the Brooklyn lad a hard fight for the championship. Everett Ott, of the 12th Regiment, was third. Time, 3:00 4-5. Summaries:

Two-miles, for military championship—Oscar Goerke, 13th Regiment, first; Owen J. Devine, 13th Regiment, second; Gus Perden, 13th Regiment, third. Time, 6:10 3-5.

One-mile handicap—Fred Sulzer, 12th Regiment (10 yards), first; Gus Perden, 13th Regiment (40 yards), second; W. Charlton, 13th Regiment (50 yards), third. Time, 2:50.

One mile, for military championship—Oscar Goerke, 13th Regiment, first; O. J. Devine, 13th Regiment, second; Everett Ott, 12th Regiment, third. Time, 3:00 4-5; former record, 3:01.

Fred Ernst to go Abroad.

So far as is known, Fred Ernst, of Rochester, N. Y., will be the only amateur to race abroad this season. Ernst will ride at the Crystal Palace, London, which begins May 20. Ernst ranks as one of the foremost indoor amateur riders in the country, and as he has been in training all winter, he should be able to finish with the leaders on the other side.

Cyclist Wins Suit for Damages.

An editor and a college professor in legal combat in the Ann Arbor (Mich.) court last week was in itself enough to draw a crowd, and even the usual courtroom habitudes sat up and took notice. Eugene Eelber, Editor of the Washtenaw Post, sued E. A. Lyman, of the State Normal School, for damages because the professor's car ran into him while riding a bicycle. Lyman had to pay the plaintiff \$200, but as the latter has to pay his lawyer the usual generous fee, and also a doctor's bill of \$50, there will not be much left in the way of a financial balm for his injuries.

Lost a Finger at Vailsburg.

William R. Lee, the speedy young New York City professional, who is considered a strong factor in this year's championship, lost one of his fingers in an accident at the Vailsburg board track last Saturday. Lee was applying graphite to the chain of his wheel preparatory to a workout. His attention was diverted for a moment, and in an instant his finger, caught between the chain and sprocket, was snipped off as clean as a surgeon's knife could have done the work. Some time elapsed before Lee could secure a physician, and he suffered more from loss of blood than from the actual amputation.

Both Will Cross the Continent.

Harry Early, centurion of the New Jersey Division, C. R. C. of A., has definitely decided to accompany Emil Leuly, of Hoboken, on his long trip from Hoboken to San Francisco. They have fixed Sunday, June 11, as the date of their departure. Their route beyond Chicago has not been thoroughly mapped out, but it is probable that they will follow the tracks of Motorcyclist Wyman, whose journey from 'Frisco to New York two years ago was the last time the continent was crossed on anything in the form of a two-wheeler.

Pope Men to Play Ball.

Baseball will be one of the summer recreations of the employes in the Pope factory at Hartford, Conn. The Pope Baseball Association was organized last week, and the following officers elected: President, Robert C. Rueschaw; secretary, F. F. Norris; treasurer, Henry Pendleton; manager, George W. Hewitt.

White to Attack a Record in June.

T. A. White, of San Francisco, who has received the F. A. M. sanction for the purpose, has set June 11 as the date of his attack on the 100-mile motorcycle road record. His trial will be made in Alameda County over a forty-four-mile course.

Lawson and McFarland Coming Home.

Lawson and McFarland were due to leave Australia for San Francisco on May 8. They are expected to stop at Salt Lake and Ogden and race at those places before coming East.

LOST THE RICHEST PRIZE**American flight have Won Sidney Thousand but their "Deal" Went Wrong.**

Melbourne, April 11.—Thirty-three thousand spectators saw a long marker win the Sydney Thousand, carrying a first prize of \$3,750, on March 26. From the 140-yard mark, the winner, W. T. Lear, negotiated the mile in 1:56½, beating out G. H. Horder, 90 yards, by inches only. Ellegaard, scratch, accounted for third place. That the latter did not win was due to bungling on the part of the back markers.

Lawson, McFarland and Ellegaard were on scratch, with Farley 10 yards, and this quartette should have proved themselves capable of accounting for the places. Ellegaard, as you know, is the promoters' importation, and they dearly desired him to win, and by some means an arrangement was arrived at by the back markers that they should take Ellegaard through. It was a soft snap for him; so soft, indeed, that the "certainty" of success absolutely unnerved him that he became excited to a degree and couldn't race worth a cent. The field was caught at a lap (one-third mile) to go, and according to the plan McFarland opened out and let through Lawson, who was to take Ellegaard to the front, but the latter woke up too late and ultimately could get no better than third. Both Lawson and McFarland were much disappointed; either could have won had matters been different.

From the results of the races in which Ellegaard and Lawson were engaged at the above meeting, it would seem that the Dane was the better man, for he came in first oftener. But these results, it is believed, were made to order, and subsequent events strengthens this belief. On the last couple of nights, when the syndicate had little or nothing to gain from Ellegaard's success, Lawson simply smothered him. In a match race your compatriot beat him in the first two tests with ease. McFarland, though riding well, was not quite up to concert pitch, but at the Labor Day celebrations he showed much improved form.

It is stated on good authority that the Sydney Thousand syndicate lost \$1,500 on the recent meeting, and that the Melbourne Bicycle Club (Austral meeting promoters), at an additional meeting during March, dropped \$3,000, chiefly through having to pay large amounts in appearance money. On good authority I learn that the A. B. C., at least, will not again subsidize any riders.

The Eight Hours' Anniversary was this year somewhat earlier than usual, owing to Easter being late—practically an exchange of date. The Wheel Race, of two miles, carrying \$500, \$150, \$50 and \$25 as prizes, was won by Lawson in a brilliant manner, in 4:05—very fast time. Ellegaard was third, being beaten by a 300-yard man in the finish up the straight. In addition to these two

cracks, McFarland and Rutt were also on scratch, which was a unique feature. There were two men each on 270 and 300 yards, these having won their heat and semi-final in 1:05 3-5 and 1:06, respectively, while the fastest time made by the scratch division was 1:12. Hence it was seen that, provided the front markers ran consistently, the scratch markers would have to get home in about 4:05 to win, and they did. It was a magnificent race. There were, of course, others in the final, four men being scattered on the middle marks, making twelve in all. Lawson also won two scratch races, a third falling to Ellegaard—distance, 10 miles—merely because Lawson punctured after having ridden 9¾ miles. He was a certainty to win. If he can but retain his form for the world's championship meeting there should be no one else in it. Rutt, however, will improve with age. Both Americans have signified their intention of revisiting Australia for our next season's racing.

Americans' Victories at Sydney.

Although Iver Lawson and Floyd McFarland failed to get a "look in" at the Sydney Thousand money, they won enough of the other races at the Sydney meet to put a thick lining in their respective wallets.

Lawson finished first in the five-mile scratch on March 15. Ellegaard, the Dane, was a close second, and Plunkett, a native, third. Time, 10:47 3-5. The following Saturday a representative bunch of the world's fastest sprinters started in the heats for a five-mile scratch event. Lawson, McFarland, Rutt and Ellegaard each finished first in their respective heats and lined up for the final. The riders were all bunched when they turned into the stretch, but Ellegaard kept a wheel's length between himself and Rutt at the tape. Lawson was a close third.

An accident was all that prevented Lawson from pushing his wheel over the tape first in another five-mile scratch. McFarland was working with Lawson, and when rounding one of the turns in the last lap "Mac's" tires skidded and he fell. Lawson had to turn wide to avoid a collision, and Ellegaard benefited by the momentary delay. Lawson was second, however, and Rutt third. Time, 10:49.

Lawson was in excellent condition on March 29 and trounced Ellegaard in a match race of two out of three heats. The first was at two laps (1,020 yards), and Lawson won easily in 1:18 2-5. He also led all the way in the second heat. A few minutes after vanquishing the Dane Lawson continued his winning streak by pulling away from a bunch of eighteen in a four-mile grind for scratch men and crossing the line ahead of Ellegaard, his nearest rival. Time, 11:12 2-5.

The following Saturday Lawson finished first in the half-mile scratch. An Australian was second and Rutt third. Time, 1:14. Floyd McFarland covered himself with laurels in a ten-mile scratch, and gave, according to Australian authorities, the finest display of unpaced riding that had ever be-

fore been witnessed in that country. McFarland was easily first, and his co-patriot, Lawson, second. Ellegaard was third. Time, 21:13.

The American sprinters carried off the palms, and, incidentally, some of the comforting "long green," on Monday, April 3. Lawson and McFarland finished first and second, respectively, in the half-mile "International" scratch. Lawson was only half a length ahead of "Mac" at the tape. Time, 1:11 2-5. McFarland scored a third in the ten-mile scratch on April 10. Ellegaard finished first and Rutt second. A puncture put Lawson out of the running at a period when the Americans had the race well in hand. Lawson was first in the half-mile for scratch men. His time was 0:59 2-5.

In a two-mile handicap Lawson had a \$500 prize to spur him on toward the tape, and he won in splendid style. A native, with 300 yards' handicap, finished second, and Ellegaard was third. Time, 4:05. Lawson was again victorious in the five-mile scratch, with McFarland hugging his rear wheel. Time, 11:12.

Collier Wins at Oklahoma.

Oklahoma City's season opened well with a fifteen-mile handicap road and track race, promoted by the Oklahoma Cycling Club. Ten miles of the distance was ridden on the road between Moore and Oklahoma City, with a five-mile finish on the Colcord track. Collier started from the three-minute mark and finished first in 0:52. McKee (7 minutes) was second in 0:59:35, and Wimmer, who started with the scratch division, rode the course in 0:54:35. Dixon, with seven minutes' handicap, was fourth. His actual time was 64 minutes.

Walthour Rides Rings Around Caldwell.

Robert J. Walthour rode rings around Harry Caldwell, the Manchester, N. H., giant, at the Stadium track, Atlanta, Ga., Tuesday night. The race was at twenty miles behind motor pace. Gus Lawson's motor broke down at the end of six miles, and a second start was made. Walthour was nearly a mile in the lead when he crossed the tape at the finish. Time, 29:24 4-5. Next Tuesday James F. Moran, of Chelsea, Mass., and Harry Caldwell will ride a preliminary heat, and the winner will get up against Walthour.

Motor Bicycle as a Prize.

A Rambler motor bicycle figures as the first prize in the Century Road Club Association's 25-mile road race on Decoration Day. The race will be run over the Chicago to Evanston-and-return course, the start and finish being in Lincoln Park, Chicago.

Manhole Puts Out Courter.

Walter S. Courter, of the Watchung A. C., West Orange, N. J., will not ride in the annual Irvington-Milburn road race, as he expected to do. Courter was training on

Watchung avenue, and was pacing a bunch of the younger sprinters. A manhole, projecting out of the ground a few inches, caused his downfall. He was thrown over the handlebars and landed on his head and shoulders. Although he was not seriously injured, Courter's injuries will keep him in bed several weeks.

"Diavolo" Gets Another Fall.

While it may not be comforting to make dire premonitions, still Dr. Clark, better known as "Diavolo, the loop-the-gap king," seems in a fair way to suddenly end his earthly career. Last January, in Havana, Chuck took a heavy fall from his bicycle and fractured his skull. For a long time he hovered between life and death. Clark essayed the gap leap in Oakland, Cal., last week again with almost fatal results. He missed the gap and fell head foremost to the ground. The heavy bicycle, weighing 80 pounds, fell on him. Now Clark will have to recuperate in a hospital for several months.

Kramer to Challenge Lawson.

Floyd McFarland is anxious to get Iver Lawson and Frank Kramer together, according to a letter he wrote just before he and Lawson sailed from Australia. McFarland says that as soon as he lands in America he will challenge Kramer to ride Lawson in one or a series of match races for \$1,000 a side, the winner to take all. "Long Mac" wants the match pulled off during August. He also adds that Lawson and he have cleared over \$10,000 by their Australian trip.

For the Grand Prize of Paris.

The American sprinters now in Paris ought to get a whack at some of the big prizes in the Grand Prix race next month. This year the dates have been given out for June 18, 22 and 25. The winner of the "Grand Prix de Paris," for sprinters, will get the munificent sum of \$1,000, which is donated by the city. One of the other principal events to be run off is an hour race, with a prize of \$400.

All Sorts of Races for Buffalo.

The New York State Cycle Association—whatever that may be—is planning to hold a field day at Columbia Park, Buffalo, N. Y., on Decoration Day. The program includes a twenty-five-mile bicycle road race, and one of the same distance for motorcycles and for automobiles. Several shorter bicycle races will also be run off. John Henry, 228 Broadway, Buffalo, figures as the forefront of the previously unheard of association.

Here's a Benevolent Club.

The Thurlow Bicycle Club has been organized in Chester, Pa., by John News, Lawrence Jones and John Dilks. To swell the membership it has been given out that those who have no mounts need not hesitate about joining, as the members' wheels will be at the disposal of all club members until they can buy a machine. It is supposed that this somewhat generous inducement will cause a perceptible increase in roster.

DEATH DEFYING UP TO DATE

Big Part Bicycle has Played in Supplying Thrills and Flore of Them.

When the middle-aged men of to-day were boys they sat with amazed faces on the wooden seats around the sawdust ring and saw men and women defy death by dancing and standing upside down on the small round platforms attached to the backs of prancing horses. More daring still, they even jumped through paper hoops. At last some reckless spirits leaped through hoops that flamed with fire.

These fat-backed horses, "rosin-backs," as they are still called in circus language, still amble around the rings of every well conducted show; but the children of to-day would be highly indignant if they were asked to accept these feats as real thrillers. The modern thriller is a freak, as is also the person who does the trick. It must be vivid, spectacular and go with a roaring dash. Many of these freakish personages emerge from a life of obscurity. They are village geniuses, jacks-of-all-trades, cranks. They get a weird idea and stick to it until they either kill themselves, in which case the world never hears of them, except perhaps through a humorous paragraph; or they succeed in making it go, and presently blossom forth as vaulting demons or flying deaths, with salaries ranging from \$500 to several thousand dollars a week.

The bicycle was seized upon eagerly by these queer members of the human family, who for the sake of money study to see how nearly they can come in contact with death and still escape. The enormous speed which the unaided human muscle could develop in the bicycle was just the thing they needed. Soon they had come out with all kinds of acts. They rode on tight ropes, on wires, up and down spiral staircases, and many other absurd and dangerous stunts.

But the moment the novelty of the bicycle wore off came a clamorous demand from the never-satisfied public for more spectacular feats. Then came the class of performances which dominate the arena to-day—the class which consists primarily of getting a fearful momentum by plunging from a steep height and then looping loops or leaping gaps by means of the acquired velocity. The circus people themselves really wonder where the nerve of the freaks is going to stop. They thought, or perhaps it would be more consistent to say they rather feared, that it had reached the limit when Fitzgerald, the one-legged man, rode down an almost vertical flight of stairs from the top of Madison Square Garden to the arena. But before the season had ended a dozen plans were on foot to beat that trick.

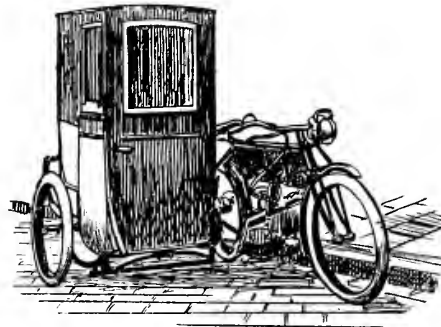
Along came another man who rode in an enormous cage built of slats set widely apart. Gradually, as his velocity increased, his wheel climbed the side of the apparatus until

he rode at right angles to the slats. Then others found that the act would look more thrilling if the cage was lifted high in the air and had no bottom in it, so that any accident would hurl the performers outward and downward like a cannon ball.

After this came the loop-the-loop freak, and the public said this was surely the limit. So thought the circus promoters themselves. They figured that there might be some modifications of the thing, but that the limit of daring mortal injury and death for a fat salary had probably been reached at last. Yet within two years the loop-the-loop ride had been ignominiously lost before the loop-the-gap ride, and in the same arena nightly another man was thundering down an incline so sheer that no man could climb it, flying

'Ere's yer 'Ansom, Sir!

There seems no limit to British "ingenuity" as applied to motorcycles. "Bi-cars," "tri-cars," "side cars," "fore cars" and the Lord only knows what else, have been tacked on



to the little power driven machine in the endeavor to ape the four-wheeled automobile. But the accompanying illustration suggests that the strain on such "ingenuity" cannot endure much longer. This very latest creation is, if you please, a "hansom side car." Gaze at it and weep!

through more than twenty-five feet of space to the up-tilted end of still another.

Looping-the-gap on a bicycle has been out-freaked and out-thrilled, too. Circus goes this season saw two inclines facing each other and each ending with the familiar loop with the gap in it. But the gap has been vastly extended so that there are now more than thirty feet open space for the riders to leap. A rider starts at each summit. The two wheels dash down, apparently bound helplessly toward each other. One, arriving at the end of his loop, which inclines backward over itself, is hurled upside down and is catapulted in a direction reverse to his course. At the same instant the other rider shoots into space from the tipped-up end of his runway, and the two flash by each other in mid-air. They hit the upward pointing end of the second loop at the same moment, but they do not annihilate each other as one expects them to do. One strikes the loop underneath and the other above. The one who had been upside down whirls below, and even as his wheel rights itself

he is hurled off again, this time again taking the reverse direction, to leap through the air a second time, and bounce with a shock on a platform, whence he rides off to the ground. The other in the meantime has reached the end of his runway and is also shot off and upward to a platform at the opposite side.

What next? Even the circus managers cannot imagine, but the chances are that away off in some secluded spot some "genius" (sometimes called fool) is striving might and main to surpass even this last trick. But, after all, the performers themselves very seldom speak of the risk. They are like the window washer who was working on the twenty-fourth story of a skyscraper, and looking into an office saw scores of clerks working over ledgers. He swung himself out on his rope, swung across to the next window, where his partner was working, and remarked:

"Look in there, Bill. Ain't it strange how some folks 'll do almost anything to make a living?"

Frisco Ferries Now Free.

After a long fight the Southern Pacific Railroad has thrown open all its ferries to motorcyclists and automobilists, and they no longer are compelled to wait for hours for the specified slow boats to which they previously were restricted. Although the Automobile Club of California is claiming all the credit, it is really due the San Francisco Motorcycle Club. It appointed John Leavitt a committee to beard the railroad officials, and it was not until he had received several rebuffs and it had been forcibly intimidated by several merchants that the Southern Pacific was not the only route to the Pacific coast that the railroad big wigs saw the light and "came down."

Kramer to Appear in London.

Frank Kramer will make his first appearance in England to-day, being booked as the stellar attraction at the big race meet in London. The American, together with Mayer, Schilling and Friol, is down to ride three scratch races at distances of a quarter, half and one mile. As Kramer has trounced each of the other three sprinters on the Paris tracks, no doubt a London victory will be chalked up with his already long score. Menus Bedell will also ride in a twenty-mile motor-paced event.

To Climb Fort George Hill Again.

Fort George Hill, the half-mile 10 per cent grade used last year, has been again selected as the scene of the New York Motorcycle Club's open hill climbing contest on May 30. It will be run in two classes—for racing machines up to five horsepower, and for touring machines not exceeding three horsepower. Each competitor will be given two trials, the fastest ascent to count as his score.

The new saucer track at Ogden, Utah, has been completed. It is expected that it will prove the fastest course in the country.

STATE ROAD POLICY

Uhle Favors the Constitutional Amendment and Points Out its Advantages.

Editor of the *Bicycling World*:

Now that the proposed constitutional amendment in this State for good roads will be voted for this fall election, it will be well that the dreams and possibilities much too current about the amendment should be supplemented by some facts. I know you are sufficiently interested in the adoption of that amendment to give me some space to address this communication to your readers.

The amendment was drafted in this city in February, 1902, to give a practical effect to the recommendations of the State Engineer. It was already apparent to Mr. Bond, then the State Engineer, that the State aid method of rebuilding roads would never accomplish any sufficiently practical result. Mr. Bond therefore suggested a State loan to afford the means for the immediate reconstruction of roads joining the various county seats. The points joined were merely suggested, as the real object of the suggestion was the speedy construction of a series of through roads, such as Mr. Budd, the State Commissioner of New Jersey, lived long enough to see in practical operation in that State.

The constitution of this State wisely prevents the legislature from borrowing any large sum of money without a popular vote. The constitutional restriction, however, like so many good things, is beset with some reform ideas that are a nuisance. Thus, a loan must be for sixteen years, or rather eighteen years at the outside, and be paid by a direct annual tax, which would amount to from 10 to 12 per cent per annum.

Road reconstruction not being a single work like the Erie Canal, and no agreement even yet being possible as the practical methods of road rebuilding to the extent of five or ten thousand miles out of a total of seventy-seven thousand miles, no single law appeared likely to pass the legislature for even the ten million loan recommended by the State Engineer. If the State aid law had been entirely satisfactory, a loan for State aid under that law might have been expedient, even with a direct tax, if it had been possible to submit such a proposition to a popular vote.

To prevent confusion at the polls, the constitution will not allow a popular vote upon a loan to be had at any election where "any other law or bill, or any amendment to the constitution shall be submitted to be voted for or against." Consequently the road loan could not be submitted until after the canal loan. Delay being necessary, the value of the State reversing the New Jersey plan appeared, and it was determined that, instead of the counties borrowing the whole sum, the

State should do so, and in the future, if such appeared expedient, require the counties to refund the half expected to be paid under the State aid law. Now, this method would satisfy and be expedient there was no means of surmising, and therefore the thought of a definite sum was abandoned. The abandonment of the definite sum made it easier, too, to indicate to the voters about the probable expense of rebuilding the roads of the State which were in actual need of being rebuilt.

Consequently the amendment allows the legislature from time to time, as the state of the finances warrant, to borrow the entire cost of rebuilding roads on a long time bond without direct or any especial kind of taxation, so long as the interest and sinking fund requirements are fully met. There are but two restrictions—that the loans at any one time shall not exceed in the aggregate \$50,000,000, and that no part of the State be favored with good roads to the exclusion of the rest of the State.

The provision which allows the legislature to require the localities to pay half the cost is merely permissive, and was, in fact, inserted to prevent the whole cost of any particular road being exacted from the people living near that road.

What loans will be made and what roads will be rebuilt are altogether matters to be settled by future legislatures; and properly so, because in the immediate future all of the roads will be cared for by the so-called money system, and then there are some who will advocate in place of State aid for maintenance and State aid for construction what would be less burdensome upon the rural districts and much more satisfactory to the city people who use the roads at all—namely, State construction and local care for the improved roads. Whether any such change in the road policy of the State will occur is not any other than a matter of finances. It is not a question of road improvement at all. The financial side of the road improvement problem may be thus illustrated:

Thus far 704 miles of road have been paid for, costing the State about \$3,000,000, which sum is 5 per cent of \$70,000,000, a sum that would have probably rebuilt all the roads immediately in need of being made real roads. These 700 miles of road are so scattered that they should cost \$300 a mile a year to maintain, and are suffering for proper maintenance. The State is now giving \$1,000,000 to help patch up the dirt roads, and soon will be called upon for twice that sum, with no real result. Meanwhile this city is growing at the rate of 3 per cent a year, and has many people who would live in the country and increase the ability of the country to maintain its roads if there were any roads.

The best that can be said by illustration of the present method of road construction is this: It is as if a man would begin with a little money and build the first floor of a tenement house, roof it over and rent and wait until he could raise some money. Then underpin and put in the cellar; later on put

on a story at a time. And this in the Empire State!

JOHN B. UHLE, New York.

Pat's Scientific Explanation.

"Outside an Irish inn one day a cyclist left his bicycle leaning against the wall while he ate his luncheon," says an exchange, "and through the open window he heard a group of natives descanting upon the machine from a scientific point of view. 'I tell ye, bhoys,' one man was assuring the rest, 'tis all a matter of electricity. He shteers wid his feet, and he holds on wid his hands, but 'tis electricity makes him go.' There was a murmur of dissent, but the village scientist continued: 'Tis like this,' he said; 'ye've seen telegraph wires? Well, on a telegraph wire the electricity starts from one place, and runs along quick and aisy till it gets to another. But here in the wheel of a bicycle the telegraph wire is all crisscrossed inside of a frame, and the electricity can't get out at all, at all. And so it just runs round and round, like a shqureel in a whirlingig, widout getting anywaere—but it takes the wheel along with it.'"

French Law Sustains Tenant's Rights.

Parisian cyclists who live in apartment houses have long been subjected to the inconvenience of lugging their wheels up the narrow and winding back stairs, because the exacting landlords objected to bicycles being taken up the front stairway. They claimed that the tires soiled the carpets. One cyclist was bold enough to continue to wheel his machine up and down the front way despite the threats of the landlord to dispossess him. Finally the cyclist was evicted, and brought suit against the overparticular concierge and won his case. The courts decided that the tenant had a perfect right to take his property up to his rooms by any staircase he wanted to, and could not be evicted for so doing if he kept his rent paid up.

Buffalo Motorists Elect Becker.

At the annual meeting of the Buffalo (N. Y.) Motorcycle Club on Monday night the following officers were elected: President, C. E. Becker; vice-president, Dr. B. A. Brady; secretary and treasurer, E. G. Zimmerman; captain, W. E. Chadeayne; engineer, Dr. C. E. Cummings.

Persia a Weak Spot.

The United States is pitifully weak as regards its exports to Persia. For the year ending March 20, Persia's total imports of bicycles and automobiles amounted to \$74,165. Towards this amount the United States contributed only \$792, a mere drop in the bucket.

Sensible Advice From a Queen.

The Queen of Portugal is credited with giving the following advice: "Have a favorite form of exercise, and make the most of it. Ride horseback if you can; cycle if you cannot get a horse; do something—anything to get out in the open air."

INFLUENCE OF A FAKE

How it Caused a Newspaper Man to Rediscover Cycling, as Told by Himself.

"Oh, by the way, 'Wheels,' I have just been and boughtened me a new 'bike,'" said Smith, of the Bladder, to the Bicycling World man the other day. Smith is very facetious in private life, and always calls the scribe "Wheels," because it makes him unhappy, and likewise invariably refers to a bicycle as a "bike," because he well knows that the syllable hurts like a knife thrust. In his official capacity Smith, whose name, of course, does not begin with S, writes all the black scandal for his "yellow," and sometimes evolves gory tales of the scene of this or that cruel murder.

"Yes," he said, "I was just about to tell you all about it, if you hadn't interrupted me. It came about in this way: As you very well know, I have foresworn the bike in all its forms and uses now these three years, and had come to regard it as a dead animal—something to be avoided, in other words. But I was reconverted only last week.

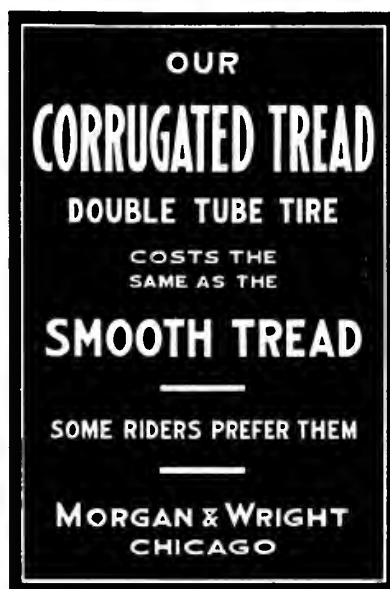
"You know, or maybe you don't, that there was a big sensation scare early in the week. It was whispered about very quietly in the early hours of the morning that somewhere in the vicinity of Tuxedo there had been done a foul crime, and that the facts, the bare facts, mind you, would electrify the dear public as nothing had done for many months. I say that the deed had been done somewhere in the vicinity of Tuxedo merely for the sake of location. As a matter of fact, I was sent to a little place even more remote than that and off the line of the railroad. But the principals were thought to have been connected in some way with the park, and it was intimated that developments would involve several pretty well known people.

"Of all unconscionable corporations, I really believe that none can come anywhere within hailing distance of the Erie Railroad. But that has nothing to do with the story. I only mentioned it by way of introducing the fact that I had to travel up there on a freight train in the very cool of Tuesday morning when I should by good rights have been tucked away in bed. But, you know, they never will have any regard for a man's health. Seven o'clock it was when I lit, and I was pretty well fagged out, and mad, too, for there had been plenty to do, and I was a bit shy on sleep.

"Breakfast in a grocery store, and then a hunt. No, nothing had been heard of any murder thereabouts. But I was not surprised, for we had had a wire from an authentic source, and had every reason to believe that we were ahead of the police, at least up to the time when I left New York. So after making sure that nothing could be learned until I got to the spot, I looked about for a horse, but none could be had for love nor money. I tried at several different places

without success, and finally, just as I was beginning to get pretty mad at the delay, I came across a lad riding a bicycle. We had a short conversation, in which the game of barter was played to the limit, and finally I rode off, the proud owner of a wheel after three years of 'scoffistry.'

"Ever been up there? Well, let me tell you, it's just God's country. I used to go up there pretty often a couple of years ago, and I got to know the locality pretty well. And I can truthfully say that I don't know a more ideal spot on the face of the globe than that valley. The massive outlines of the solemn hills, standing out in bold relief against the mottled mystery of the limitless clouded sky, their profiles softened with the delicate etchings of the new foliage, and the won-



NEW YORK BRANCH 214-216 WEST 47TH ST.

drous blending of tone and shade from the vivid tints of the foreground to the subdued grays of the horizon line, formed the setting for one of those wonderful nature pictures which, to appreciate, one must have lived, ate, drank, worked and slept in the crowd of the town. Before me the road wound up and down, an ochre streak of man's making through the wilderness of God's, and beside it the railroad, a mark of human spoliation of the earth divine. And up through the valley were wafted to my ears, on the intoxicating silence of the mountain air, sounds. There were voices, the voices of children at play; there were the sounds of the farm, the lowing of cattle, the call of the cock, the distant ringing of a bell, but in it nothing to suggest the horror that was before me. There was nothing in this cathedral-like peace to point to the tragedy of human passion and its consequences, nothing."

"Hey!" said the scribe, "quit talking your stuff to me. It may be that you have to do it to earn your living, but that's no reason why you should impose on good nature. You know, the forbearance of mankind is limited, decidedly limited, and"—

"As I was about to observe," said Smith with just the shadow of impatience on his face, "I had a most glorious ride up there in the hills. The little leaves are just about getting up to size now, you know, and everything is in perfect harmony, like a tuneful melody!"

"Yes, but I fail to see what that has to do with a murder, or a bicycle, either, for that matter."

"That's a funny thing. Did you ever notice how very little is said in cycling stories of the bicycle itself? I have often thought of it. The route, the road, the weather, the thrill, the glow and all that sort of thing work overtime, but seldom, if ever, comes a word of the machine itself, except by way of wail when something goes wrong. Now, to my way of thinking, the machine should come in for a greater share of credit. It is really wonderful how far and how fast it will carry you without giving you a whimper or a wail of complaint until something, which is as likely as not your own fault, causes a few minutes' interruption, and then you cuss. If nothing happens at all, you simply put the whole thing away when you come in from your ride, and tell everybody how far you've been, and all that, but never a bit of credit does the wheel get for the trip.

"Well, sir, I rode something over fifty miles that day, and I have felt like a new sort of being every day since. I haven't been getting much exercise lately, and I feel the need of it. I am going to take a ride every time I can get a chance all summer. And—oh, yes, I had almost forgotten that part of it. When I got the thing in the first place, I bought it from the kid with the privilege of selling it back to him at the end of my trip. But before the day was over I had packed the thing into a baggage car and was on my way back to town. And you can just bet your sweet life I won't be without a wheel again forever, unless it be for brief periods of financial embarrassment, which are bound to come to even the most prudent of men."

"Yes," said the other, now wholly in despair of hearing the thrilling narrative he had been expecting, "but what of the murder? I don't remember to have seen anything of a crime up there recently."

Smith closed one eye and regarded him fixedly for a bit, and then said impressively:

"My son, there are some things in this world that had better have been left undone. When Billy sent that wire into the office he knew full well that I was there, and the 'ed'itor' would put me on it. He also knew that I needed sleep and that I was not fit for such a job at that time. But the spirit of evil prompted him in a moment of bibulous hellishness to send that telegram. And, for his sake, I hope they won't prove it on him. I have promised not to let him down, but, for all that, I shall bide my time and square with him later on. When I got to my destination, hot and tired and chockfull of local color for my story, I stumbled up to a farmhouse and made an ass of myself with a lot of questions which no one could answer. I pretty soon tumbled that there had been a mistake, but I didn't realize the enormity of the crime which had been perpetrated against me until I went out to the barn and found a man dressing a newly killed calf."

UTILITY OF GOOD ROADS

Considerations Which Make Highway Improvement of Universal Importance.

In the latest report of the New Jersey State Highway Commissioner is the following statement concerning the traffic over a certain piece of road:

"The principal products transported over this road are milk and summer boarders, to both of which this section owes to a large extent its present prosperity, and, by means of this improvement, they hope to derive increased pecuniary benefit."

Yes, all things considered, it is rather funny. But it serves to bring out a point on which hinges the whole matter of highway improvement. For years the bicycle interests, later strongly reinforced by the friends of the automobile, have striven for better roads in this country of ours. Impelled at first by a wholly selfish motive (for without good roads the bicycle was about as valueless as a train without a track) and hampered by the prejudice which welled up against the bicycle because of its novelty, in the first place, and because of its abuse, later on, and fighting against the inertia which forms the chief opposition to any new movement, the cause made but little headway.

For the first two or three years the whole result of the combined effort of conventions, speechmaking, lobbying, wirepulling and preaching only resulted in a few miles of good road here and there. The efforts bore cumulative results, however, and once the movement was well under way it was fitted to carry itself along. Interest among the people had been aroused, and even without the added stimulus of the motor car, highway improvement was destined to progress. And its advance is as rapid as could well be expected of such a reform. Everywhere throughout the country legislators are forwarding the cause, town authorities are beginning to see its manifold advantages, and, most of all, the people themselves are coming into a realization of what a universal system of well made roads means to the whole community. Moreover, the schools and colleges of the country are taking the matter up and introducing courses in road building, and making various experiments as to methods of treatment best suited to the varying conditions to be met with. Road building is being developed as a science.

Notable in the present advance of the movement is the State of Connecticut, whose Commissioner will shortly present in his annual report to the Governor a scheme of improvement which will involve certain trunk roads forming a network which will embrace nearly all of the principal towns and cities. The State has about 15,000 miles of road, but by developing certain main arteries nearly the whole population can be reached. It is proposed to establish fourteen trunk lines,

embracing a total of 1,032 miles, which will touch 136 out of 168 towns. About one-third of this work has already been done or is at present under way. In other localities the matter is receiving serious consideration, and the good work progressing. At Washington both the Brownlow and Latimer bills involve not government control of the highways, but, under certain conditions, its sharing of the expense with the local interests. Speaking of the question of a national road policy, the Springfield Union, in a thoughtful editorial, says:

"In Europe, especially in the western half, which is covered by a network of the finest roads in the world, the maintenance of the roads is a recognized important function of government. That is not asked or expected here, but unless we greatly mistake the signs of the times and the current of popular thought on the subject, the American people are setting themselves toward a national road policy that will give to them a fair share in the distribution of that which primarily belongs to them. The American farmer cares nothing for the roads that lead to Rome. He is deeply concerned about the absence of decent roads that lead to market, to church and to school.

"When the American farmer is standing all the time face to face with the fact that under present conditions he must sell his products each recurring year when prices are at the very lowest in order to be able to deliver while the roads are at their very best, he is not in the least concerned about the Appian Way. What he is studying about and worrying over is the bare right-of-way he is forced to use when going to town, to religious worship, or to the homes of his neighbors as occasion or necessity may require, and which his children must use to reach the district school.

"The nine million farmers in the United States are the feeders of all the other millions of our people, and are the sustainers of our wonderful commercial life. If these millions of farmers can market their products only when the highways are at their best, it is a sure proposition that for several months of the year the other millions must pay higher prices for everything they eat, because under the law of supply and demand, prices must go up when the market is bare."

It cannot be gainsaid that the further development of the country depends not so much on the lawmakers and legislators, on the regulation, restriction, or encouragement of emigration, as the case may be, or on our relations with the other great nations, as on the opening of sections which have hitherto been but partially developed, and in the bringing of all the outlying districts into closer touch with the more congested centres of life and action. The effect of this will be twofold. It will enable the products of the land to be brought with certainty and dispatch to their markets, and it will also bring into close touch with the outer world the great masses of people whose partially isolated location has gone far to accentuate the

conservatism which their ways of life have bred. In this the railroads can be of but partial avail. Their field is limited only to such localities as produce sufficient business to warrant their working on a paying basis. But with a complete system of good roads leading to all the railroad centres, and their care insured by legislation, or, better still, by local pride and the rivalry between town and town, the distances between field and market, and market and field, will be reduced to a point which will bring the whole country into touch with itself.

This is the real purpose of the good roads movement. This is its true and lofty aim, and its excuse. To those who regard it merely in the selfish light of an aid and benefit to their pleasurable exercise and enjoyment, the deeper and more lasting arguments should not be lost sight of. For it is only by urging these, and these alone, that a successful issue may be secured.

Improved Road Making Tool.

From the west comes an improved tool for working over dirt roads which is being used with good results by the highway commissioners in various parts of the country, and which Colonel Albert A. Pope commends very highly. It is known as the King Drag, and was invented by a Missouri farmer. The drag is made by splitting a log, placing the two pieces on edge about thirty inches apart (with the flat sides facing in the same direction) and pinning them together. The lower edge of the front piece is protected with iron; an old wagon tire will do. The log should be ten or twelve inches thick and from seven to nine feet long. A chain or heavy wire is fastened about a foot or eighteen inches from each end by which to haul it. A team is hitched so that the drag will move the dirt toward the centre of the road. The hitch is next in importance to the time at which the dragging is done. The right time is just as the road dries after a rain, or when it is thawed on top during the spring and winter. It should be dragged every time it rains.

Of course, a smooth surface for travel is thus produced, but a more valuable result is that the road will shed the next rain instead of absorbing it. This is the reason why the road should be dragged after every rain, so that it always will be ready for the next. The way to make a good dirt road is to keep it so that the next rain will not go into it. This means dragging about once a month on an average.

His "Dip" a Close Call.

"Looping the loop" on a bicycle proved dangerous sport for Clarence Kowenhoven, a lad, of Bayside, L. I., who broke his collar bone last week while undertaking a "dip of death" on an improvised apparatus at his home. Gorgeously painted lithographs, depicting riders doing wonderful stunts, led him to try the experiment. He built an imitation of the loop by laying loose boards together, and then started to do the turn on a bicycle. When picked up he had a broken collar bone and his body was a mass of bruises.

FIRST CATCH THE EYE,

then appeal to reason, is given as the basis of all good advertising.

AS EYE-CATCHERS

THERE IS NOTHING SO GOOD AS PICTURES.

These illustrations were designed specially for the use of cycle dealers.



No. 1.

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No. 3.

Electrotypes—This size, each, - 35 cents.
Two inches high, - 25 cents.

ORDER BY NUMBERS.

THE BICYCLING WORLD COMPANY,
94-96 Tribune Bldg., New York.

Vailsburg Test Case Delayed.

Vailsburg's Sunday bicycle racing test case will not be finally decided until the Essex County grand jury meets, as Judge Sweeny has decided the case is out of his jurisdiction. As will be recalled the Newark Board of Police Commissioners decreed in April, directly after the first meet had been run off, that there should be no Sunday racing at the track. Two weeks ago the promoters of the track decided to attempt a meet for test case purposes, as it was alleged that the commissioners had shown discrimination in stopping bicycle racing when other contests were allowed full sway.

The case was heard before Judge Sweeny, of the Fourth Precinct, and he paroled the prisoners until the grand jury should find an indictment against them for violating the Vice and Immorality act, passed originally in 1798. Some of Judge Sweeny's remarks, in summing up, were interesting, and shows his broadmindedness. Among other things he said:

"The Vice and Immorality act is on the statute books and has been since 1798. It declares that racing on Sunday is unlawful. There is one thing that is worse than the violation of law, and that is that one man can violate the law with impunity, while another man, violating the same law, is arrested and punished. * * * A city has a social mind, and the mind of Newark, and, I think, of the county, the consciousness of rights and wrongs, says that it is not sinful and wicked to go out into God's open air and sunlight of a Sunday afternoon for clean recreation, and neither can any one rightfully put the churches, in my judgment—and I am not unfamiliar with them—in opposition to clean recreation, and to put them into the position of compelling every man to stay at home and suck his thumbs. And now this court, having taken this complaint and forwarded it to the grand jury, having apprised them of this incident, this court will not be made a party by the Board of Police Commissioners to discrimination against this particular form of open outdoor Sunday recreation. I shall not be made a party to continuous persecutions against people on one side of the fence up there in Vailsburg, while on the other side there is an electric park in operation, with no complaint against it; and if five men, with forty others unknown, are an unlawful assembly on the west side of the city, then, in my judgment, nineteen men and 12,000 others unknown are on the east side of the city. I now parole you, gentlemen."

FRANK MOSSBERG CO.,

Attleboro, Mass.

Manufacturers of high grade

BICYCLE BELLS AND WRENCHES.

Send for Illustrated Catalogue.

Foreign Agents:

S. CUITERMAN & CO., Ltd.,
London, England.



Comment Unnecessary

"PALO ALTO, CAL., April 7, 1905.

"The 1905 Indian received this morning about ten o'clock. We 'phoned to one of our prospective buyers that we had a new machine in and wanted him to see it. He came immediately and one look was sufficient. I held it up and gave it one kick. He got on and rode it off in less than thirty minutes after it came into the shop.

"This is the way our sample machines go. Can you suggest any way for us to keep sample machines in stock? That is the way they all go."

Are you handling a motorcycle of the sort?

Following its double victory in the Harvard Motorcycle Club's hill climbing contests, the Indian, with Oscar Hedstrom "up," finished first in Class G (motorcycles) of the Springfield (Mass.) Automobile Club's climb on April 26. It made the ascent in 36.15 seconds—but 2.15 seconds slower than the fastest automobile—one of 50 horse power.

HENDEE MFG. CO.

Springfield, Mass.

How Progressive "Swapping" Paid.

To tell a story of having obtained an automobile for a bicycle by the process of swapping would seem to invite the opinion that either the bicycle was an extraordinarily good one or the automobile about ready for the scrap heap. Nevertheless, such a story is told by Captain William Bailey, of 423 Lenox avenue, New York City. The process was a varied one.

Captain Bailey, as he tells the story, had an old bicycle in his cellar, and had almost

forgotten it. As it cost him only \$15 originally, it possibly was a good thing to forget; but he remembered it when he happened to think he would like to get a camera. An advertisement, offering the bicycle in exchange for a camera, brought a bunch of answers, and a satisfactory swap was effected; at least, it was satisfactory to Captain Bailey. Eventually he wearied of the camera and traded it off, through the same means, for something else which had become to him one of the things needful. Then followed a se-

ries of swaps, until an automobile came into possession of the lucky advertiser. Nor did the automobile bring up on the scrap heap, as might be suspected, for Captain Bailey turned it into cash when he had wearied of it, selling it for \$275. He tells the story with glee while handling the tiller of a small sloop which he bought for \$75, and he can show a bank book with the balance of \$200 from the amount realized by the sale of the automobile credited as a deposit on the day when he bought the sloop.







Everything in BICYCLES

CHAIN AND CHAINLESS, \$22.50 TO \$100.

MOTORCYCLES THAT STAND THE TEST, \$210.

EVERY MODEL BACKED BY THE POPE REPUTATION FOR QUALITY.

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Hartford, Conn. | Chicago, Ill.



BUCKEYE MOTOR-CYCLE

**Neat in appearance, Simple,
Powerful and Reliable.**

MORE UP-TO-DATE FEATURES THAN ANY OTHER MOTOR-CYCLE MADE.

It is chain driven, but has an ingenious friction disc in rear hub that compensates for motor shock. **NO MORE BROKEN CHAINS**
HAS ONE LESS CHAIN than any other. It is geared back with pair of spur gears inside engine crank case, and only has one driving chain.

AMPLE POWER. Motor, 3 H. P., built in frame.

PRICE, \$140.00

MR. AGENT:—This is the time of year to get busy. Our special agency proposition will interest you. Write **FOR IT. DO IT NOW,**

OSCAR LEAR AUTOMOBILE CO.
COLUMBUS, OHIO.

The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LI.

New York, U. S. A., Saturday, May 27, 1905

No. 9

CROSBY ADDS WELDED PARTS

Purchases Some Pope Property and also Enters into a New Export Deal.

The Crosby Co., Buffalo, N. Y., has purchased of the Pope Mfg. Co. its entire complement of tools for the manufacture of Thompson electrically welded parts, and also for a new line of English cycle parts, and already have installed them in their Buffalo plant. A big run of these welded parts—lugs, crank hangers, etc.—is now being put through. In making known the news, the Crosby people add that the Pope Mfg. Co. have retired from the manufacture of parts for export and turned over to them the absolute production of the Thompson fittings.

Contemporaneously, the Crosby Co. have placed their foreign business wholly in the hands of Guiterman, Rosenfeld & Co., the New York export house.

"There are so many operations in the manufacture of cycle parts," say the Crosby Co. in announcing the transaction, "that when the dies are once set up it is essential that a large quantity of parts shall be made in order that the business shall be profitable to us. Orders have been less and less interesting to us for the last four or five years because of their increasing smallness, and for that reason have been handled without any profit. By consolidating all of this in the hands of one party we can receive specifications that are exceedingly interesting to us. To put this in the form of an illustration which will be easily understood: We are now manufacturing for Guiterman, Rosenfeld & Co. 10,000 complete head sets, 13,000 electrically welded lugs and 5,000 electrically welded hangers. This is a volume of business that enables us to manufacture at a closer margin, and will put that firm in position to quote very favorable figures."

The Crosby Co., who have shared the increased prosperity that has come to the cycle trade this season, are adding a wing to their present factory, and in it will install a line of presses purchased from the Pope Mfg. Co., and also a number of others, which they be-

lieve will make theirs the most complete and best equipped parts plant in the world.

Fox Slinks Away from Creditors.

True to his name, Henry Fox, who for many years had conducted an apparently prosperous bicycle store on upper Broadway, New York, has quietly slunk away and left a number of creditors but no trail behind him. The first evidence that anything was wrong was received on Saturday last by the Wilson Co., the New York jobbers. The evidence was the key to Fox's store, which Mrs. Fox had mailed to his largest creditor. She added that Henry had disappeared, as he had done twice before, and as this time he had not returned she announced herself as through with him forever. The Wilson Co. promptly secured an attachment for \$835 on the store, and the Sheriff is now in charge.

Buckman Becomes a Corporation.

Charles M. Buckman, who for several years has been engaged in the bicycle business at No. 120 Market street, Camden, N. J., has incorporated under the laws of that State as the Charles M. Buckman Co. C. Edgar Shreve and Robert H. Dix are his fellow corporators. They will not lack for capital stock, \$125,000 being the amount named.

Neverleak with \$50,000 Capital.

The Buffalo Specialty Co., best known as makers of Neverleak, was this week incorporated under the laws of New York, with a capital of \$500,000. Oliver Cabana, Jr., E. T. Brown and M. J. Cabana, all of Buffalo, are named as directors. Each of them was an officer of the old company—the Buffalo Specialty Mfg. Co.

Armac Flirting with Muskegon.

According to advices from Muskegon, Mich., the Armac Motorcycle Co., of St. Paul, Minn., wants to move its factory from the latter city to Muskegon. If a suitable site can be secured. The matter of making overtures has been left to the Chamber of Commerce of Muskegon.

The Retail Record.

Lincoln, Me.—George Haskell; new store.
Milford, Conn.—W. S. Clark; store robbed; loss, \$300.

EPHRAIM TRIES TO EXPLAIN

Buffalo Baskrupt Tells an Amazing Tale in which Monte Carlo Figures.

Lee Ephraim is a wonder. If the \$52,000 failure of his firm, Ephraim Bros., Buffalo, N. Y., was not sufficient to indicate the fact, his examination by the referee in bankruptcy on Monday last removed any lingering doubts that may have remained. There may be those disposed to think that "wonder" is hardly the appropriate word to describe the slick young man, and there need be no quibbling on that score—there are many kinds of wonders, as, for instance, in the arts of inventing, financiering, lying, thieving, etc.

During the examination Ephraim let his many creditors into the "secret" of one cause of his firm's failure. He had tried to break the bank at Monte Carlo, and, like many another polished son, had failed. He did not seem to know exactly where Monte Carlo is located or how he got there, but he solemnly affirmed that he had "dropped a wad" there just the same. His treacherous memory also failed him in other respects. He could not recall the name of the hotel at which he stopped nor of the game which he "bucked" so unsuccessfully—and the name of this artless innocent, please remember, is Ephraim.

It came out also that Ephraim had a friend almost as wonderful as himself—Solomon by name. Solomon lived in Roanoke, Va.—or Ephraim says he did—and he loaned his dear friend in Buffalo some \$6,500. The latter gave his firm's note for the amount and personally pocketed part of the money. It was this here that he says he lost at Monte Carlo. Solomon, however, does not care. Ephraim repaid him—or says he did so—the day he discovered his firm's insolvency, and Solomon was apparently so overjoyed that Ephraim says the Virginian promptly went abroad. Ephraim does not know whether he went to Monte Carlo or Manchuria. At the conclusion of his testimony a distinct impression was formed that the slick young man is likely to soon take another trip to an establishment larger, but much nearer,

than Monte Carlo, and where he will have plenty of time to think of Solomon, now so far, far away.

Last July he claims he went to New York and met Solomon, to whom he gave a demand note for \$6,500, the money being intended to enlarge the business of the firm so it could handle automobiles. Of the sum borrowed \$3,500, he says, was put in a Buffalo bank and the rest was put in his trunk. Ephraim explained that he deposited only part of the amount, as he did not want the bank to know he was obtaining outside assistance. Lee's brother, Henry Ephraim, did not know of the note, and the firm didn't enlarge its business.

In October Lee Ephraim made what he calls a business trip to Europe, and his trunk with the \$3,000 went with him.

The witness was asked in detail about Monte Carlo. He said it was about twenty miles from the sea. The creditors claim that it is right upon the Mediterranean Sea and within a stone's throw of the water. Ephraim said he took a train at Genoa and got off at Monte Carlo. The creditors also claim that this could not be true. They say that the train goes to Nice and not to Monte Carlo.

Asked what evidence he had to support his statement that he ever was in Europe at the time alleged, Ephraim caused a smile by naively replying that he had a trunk covered with hotel and railway "stickers."

It developed at the hearing that the Solomon note was paid on Friday, April 28, on the morning of which day notices were sent out to creditors of the firm of Ephraim Bros. announcing the insolvency of the firm. Ephraim also testified that on the following Monday he had a bill of \$7,000 to pay, and that he was hard pressed for money.

"You were insolvent then at this time?" asked the examiner.

The witness did not give a responsive answer, and spent some time in pressing the matter without satisfactory results. Finally Referee Hotchkiss said:

"There is no jury in the world that would believe on the state of facts here presented that the firm of Ephraim Bros. was not bankrupt at this time. The firm must have been insolvent and the witness must have known it."

Ephraim was asked what he did with the note after he had paid it.

"I tore it up and threw the pieces out of the car window," said the witness.

Why did you do so?"

"I did not want my brother to know anything about it."

The witness added that it was for that reason that no record of the loan was placed upon the firm's books.

The referee has allowed 114 claims against the firm, whose liabilities total \$52,000 and assets but \$20,000. Allan N. McNabb, who was made receiver, and who later was appointed trustee, reports that since he took possession of the property on May 1, the receipts have been \$2,974 and the expenses \$254.

HOW TO MAKE SALES

Factors that Go to Make a Successful Salesman and that Win Customers.

The chief quality of a successful salesman is earnestness. The reason you are not selling more goods is that you haven't all sold yourselves yet. You've got to believe in your product yourself before you can make anyone else believe in it. It's no use to try to start a flame of enthusiasm in somebody else if your own mind is full of icy doubts, says Worthing C. Holman, in *System*.

Why did that man over on the avenue turn you down yesterday morning? Because he could tell by the look in your eye that you half expected him to do so. And the fellow you called on in the afternoon sized you up in the same way. You didn't get anywhere near him. He listened to what you said—but it was with a cold and fishy eye. True, he nodded his head in assent as you talked—but two minutes after you started his mind was wandering. And when you came to put your finger on him at the end to get the order signed, he was like the Dutchman's famous flea—he wasn't there.

You had lost him. You hadn't impressed him. Why? Because you hadn't been impressed yourself. And he knew it. You couldn't fool him. He didn't feel any electric sparks of enthusiasm jumping the space from your mind to his. Nothing but a live wire could give him a sensation, and you were trying to magnetize him with words of wood.

You put up a smooth enough line of talk, yes—but there wasn't any conviction back of it. It takes belief, earnestness, enthusiasm, warm human personality, to sell goods. If it didn't we'd discharge all our salesmen and enlist a force of phonographs or a troop of wooden Indians.

Now here's our word to you: Don't you try to sell any more goods to business men. You go off around a corner somewhere, where you can be alone, and sell yourself a line of the article we make. Think over its value; realize it; burn it into your mind. Enumerate its good qualities, one after the other; get a realizing sense of each one. Consider what our product will do for a business man, the money it will make for him, the saving it will effect. Sweep out of your mind, like so many cobwebs, any apologetic feeling regarding it. You are not trying to persuade the business man to waste money. You are not trying to trick or cajole him into doing something that he cannot afford to do. You are selling him something that he needs. You are helping him to increase his profits. You are doing him as great a favor as he does you. Say these things over to yourself. Think them in your heart; realize them—they're all true. Light the flame of your enthusiasm and fan it into a good brisk blaze. Then, when you've sold yourself—when you believe in your own proposition, heart and soul—go back and tackle that same man a

second time. Greet him quietly and courteously. Tell him that you don't believe you made your proposition quite clear when you saw him before—and begin again. You are in earnest this time. He'll feel the change. There'll be an atmosphere about you that will carry respect. He'll listen to you. His mind won't wander any more than the mariner's needle wanders from the pole.

Make your arguments actual and personal. Bring them home to him. Stab every point into his mind so that he can't miss it or forget it. Make him feel each one.

There's as much difference between understanding a thing theoretically and having a practical sense of it as there is between a boxer's love tap and a prize fighter's deadly punch in the solar plexus. And it takes solar plexus punches to sell goods these days. Merchants are hard-headed and thick-skinned, and they're all in training against you salesmen. You can hit as smilingly and as gracefully as you please, but you've got to hit hard to get inside an up-to-date business man's guard.

You haven't half made your point with your man if when you get through he looks upon our product merely as something he would do well to use in his business. Make him feel that he can't get along without it. Make him see that he's losing valuable time and labor in his place of business—that real dollars are slipping through his fingers every day he is without it. Many a man who won't reach out very hard for an extra dollar will grab hold mighty hard of the dollar he already has, and holler murder if anyone tries to take it away from him.

If you can once show a man that he is actually losing money, and that you can stop the loss, you won't need to supply him any enthusiasm—he will take fire himself like a lace curtain in a gas jet. But you will have to be in earnest in making these facts plain to him. Enthusiasm—conviction—earnestness—these are the qualities that sell goods, and do everything else worth doing. "Nothing great ever was done without enthusiasm."

Rubber Goods Merger Ratified.

Largely as a matter of course, the stockholders of the United States Rubber Co., at a special meeting held at New Brunswick, N. J., on 25th inst., by a vote representing over three-quarters of entire stock, adopted the resolution passed by the directors at a meeting held on May 12, which recommended an increase of the capital stock from \$50,000,000 to \$75,000,000. The stockholders also ratified the action of directors in authorizing the purchase of no less than two-thirds of the capital stock of the Rubber Goods Manufacturing Co.

The terms on which the Rubber Goods stock is to be acquired are as follows: One share of United States Rubber preferred will be given for one share of Rubber Manufacturing preferred stock; for two shares of the common stock of the latter company one share of the new second preferred of the United States Company will be given.

HOW THE FROST FELL

Being the Story of a Game to Boom Gear Cases that was Overdone.

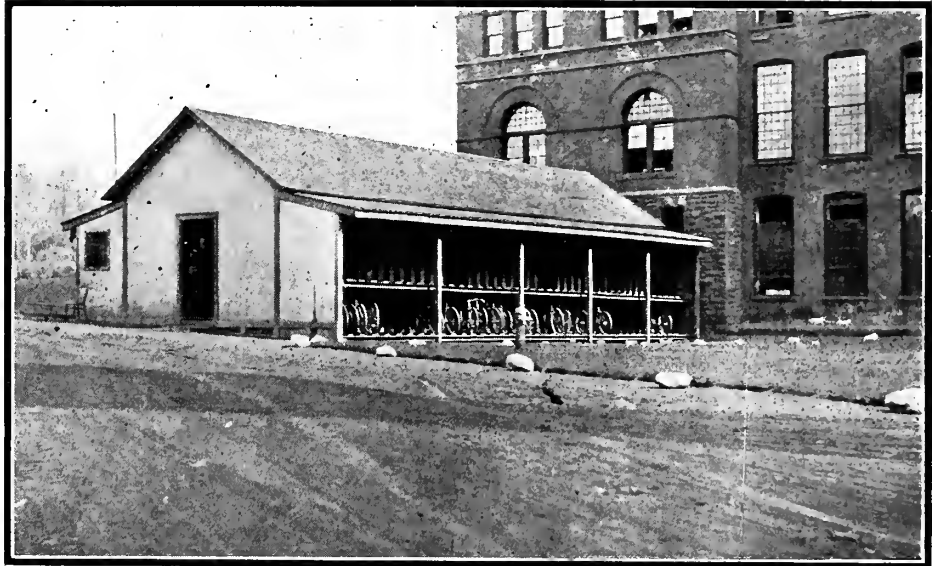
Inquiries as to where gear cases may be obtained in this country continue to dribble into the *Bicycling World* office. With one exception all of them have come from the South. The apparent ripple of interest which seems to have developed in that part of the country is so sudden and unaccountable as to be suggestive of the methods that were employed in the height of the boom in an effort to popularize that article. It was such an effort as has never been made before or since, and, though the story has been told, it is undoubtedly new to many of the present generation.

At that time the Frost Gear Case Co., of New York, and later of Indianapolis, had been launched with a flourish of trumpets, and in view of the popularity which gear cases had attained abroad, the success of the Frost invention seemed probable. The initial demand, however, was very weak—so weak, indeed, that the Frost officials resorted to herculean methods to stimulate both interest and demand.

The campaign was carefully planned and cleverly executed. The first move was to engage a versatile New York newspaper reporter, who possessed a facile pen and an intimate acquaintance with cycling affairs. It was stated that he was paid from \$40 to \$60 a week while the campaign lasted.

This reporter was a very intimate friend of Isaac B. Potter, then president of the L. A. W., and, unfolding his plan to the latter, Potter rendered what assistance he could by appointing the young man "L. A. W. press agent," or, at least, gave him permission to make use of that title. In return therefor the reporter promised to see that the L. A. W. was profusely mentioned in the items it was his purpose to send out each week; and he kept his word. Each week thereafter for several months something like one thousand of the better class papers in the United States were the recipients of a sheet of cycling items, sent with the "compliments" of the "L. A. W. press agent." As most of the papers were at that time publishing cycle columns, and as the L. A. W. was in the heyday of prosperity, the press notes were usually welcomed, and in many cases were published entire each week. Of course, mention was made of the L. A. W., but between the various items referring to the organization there was always from three to half a dozen cleverly written references to the disadvantages of riding with exposed chains and to the advantages of keeping them protected from dust and water with gear cases, or something of the sort. Immense numbers were written around these two ideas, the changes being rung in a variety of ingenious fashions, and so freely were they printed that it really

Bicycles at an Automobile Factory.



Although the automobile is very much in the public eye just now, the supreme utility and convenience of the bicycle still hold it in undisputed sway where the convenience of the individual is concerned, and were one unaccustomed to the sight, to visit any one of the great motor car factories at the time when the employees are going to or from their work, he would be surprised to see more of

bicycles than of motors. For the officers, the clerks and the mechanics alike use the bicycles rather than the more ponderous car. The accompanying photograph is of the bicycle shed of the Electric Vehicle Co., at Hartford, and is a pretty instance of the sort. Two hundred machines are stored in it during the working hours each day while their owners are attending to duty.

seemed that a demand for gear cases had arisen.

Perhaps if certain people in the Frost Gear Case Company had not resorted to sharp practices to further the scheme better results would have been obtained. While their press agent was doing his part of the work these officials were busily engaged in "planting" inquirers in various parts of the country, some of them in large cities, others in out of the way hamlets. In due course it was the duty of these "plants" to write the bicycle manufacturers asking if they fitted gear cases to their bicycles or would fit them if ordered.

Just what brought it about probably never will be known, but in some way several of the manufacturers compared inquiries, and, the sameness of all of them exciting suspicion, the inquiries were run down and the duplicity of the Frost people was exposed. The gear case racket, which seemed to be sailing fast to high heaven, began to descend soon after this discovery was made, and ultimately it struck the earth with a dull thud.

The Frost interests had expended a considerable amount of money, and practically nothing had come of it. The man who profited most, perhaps, was the press agent. They made a brave effort to dodge the inevitable, but to no purpose. They failed, and failed pitifully. Whatever became of the stock of gear cases they accumulated is not known.

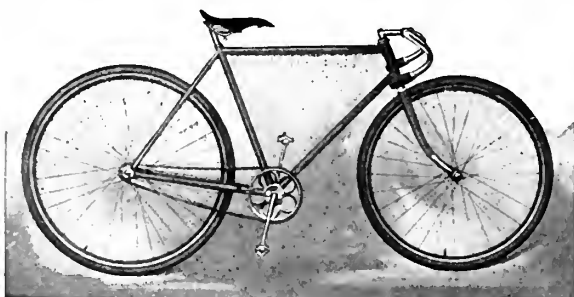
At least two legitimate bicycle manufacturers

had been so aroused by the "inspired" press notices concerning gear cases that they had turned their attention to the manufacture of them; but, as was the case with the Frost article, the demand refused to arise. Both were badly bitten, and, to add to their discomfiture, the first time the story of the Frost duplicity was told in print, one of them was making strenuous efforts to unload his old stock at almost any price, and the exposure made his efforts practically fruitless. Whatever was done with all the gear cases that these manufacturers and the various jobbers had on hand is an interesting speculation.

If the small demand of the inquiries from the South that has reached the *Bicycling World* is really genuine, it would seem that it would be worth while brushing away the cobwebs from old shelves and bringing the gear cases again to light. If, indeed, any still remain on the shelves.

"The Pneus" is the title of the Fisk Rubber Co.'s new house organ, the first number of which has just made its appearance. It is well gotten up and is of smart appearance; but, alas! it deals only with automobile fires.

"Inclosed find check to pay for a renewal of my subscription. Don't miss sending me a single copy, as the *Bicycling World* is invaluable to me." George W. Stevens, Attleboro, Mass.



National, Model 80 Special

The weather for the last four months has not been good for racing, but on the other side of the world they are doing good work on the Nationals. The last of January at one meet in New Zealand, two National riders scored four firsts, three seconds, three thirds and six fourths, and at the Timaru Sports, another National rider won all races on the program. They have found out that Nationals are winners, and send 15,000 miles to get them.

In thirty days the sport will begin in the U. S. The Model 80 special National is the winner. Show a sample and it will sell.

NATIONAL CYCLE MFG. CO., Bay City, Mich., U. S. A.

FISK TIRES

are more popular and better to-day than ever before. There are no bicycle or motor cycle tires "just as good," although every maker has tried to approach the Fisk Quality.

**They are Built to Withstand Hard Service,
to Afford the Greatest Comfort—and to Last.**

**THEY NEVER DISAPPOINT.
THEY NEVER FAIL.**

**WHY EXPERIMENT?
BUY A PRACTICAL SUCCESS.**

THE FISK RUBBER COMPANY, Chicopee Falls, Mass.

BOSTON, PHILADELPHIA, SPRINGFIELD, ATLANTA, SYRACUSE, BUFFALO, CLEVELAND, DETROIT, ST. LOUIS, OMAHA
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Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, MAY 27, 1905.

Opportunity Promptly Grasped.

Whatever may be said of them, the so-called mail order houses are prolific of ideas. Most of them, to be sure, are employed with an eye to the main chance rather than with regard to conscience. But the artful individuals responsible for these ideas are close students of human nature, and know how to create opportunities and make the most of them. These observations are born of the use one of the mail order ilk is making of the coaster brake—legitimate and wholly commendable use it is, too.

It has led to the creation of the "Coaster Brake Special" bicycle and of a special catalogue to exploit it. This catalogue itself is, with possibly one exception, the most attractive and interesting issued by any concern having to do with bicycles. It is eye pleasing and really gives some reasons for the purchase and use of bicycles. It is not merely a presentment of dry specifications printed on the assumption that "every one knows all about bicycles"; it says just enough to create the desire to know more about them if not to possess one. Although the same firm issues also a catalogue devoted to and

lauding the bargain counter variety of bicycle, in its "Coaster Brake Special" catalogue it "plumps" strongly for the high grade, high priced article. It not only paints the glories of the "Coaster Brake Special," but it tells why it is worth the \$65 asked for it, and the catalogue is accompanied by a leaflet explaining just what a coaster brake is and what it does. The mail order houses court the backwoods trade, and take nothing for granted. The same bicycle, minus the coaster brake and with a few minor changes in equipment, is listed in the same catalogue for \$50, which means that the coaster brake alone is thus the means of adding to the mail order coffer, say, two or three times its cost on the sale of every so-called "special."

For years the Bicycling World has sought to din into the legitimate trade this very point, but the bicycle makers have remained lukewarm, and are still supplying coaster brakes only when they are asked for; they make no effort to really push their sale, despite the very obvious fact that, next to the pneumatic tire, no device has added so much to the comfort, pleasure and safety of cycling. It has remained for the despised mail order people to throw themselves into the breach and make the most of the opportunity. It is not pleasant to point to such people as an example for the trade to follow, but in this instance, and as they are employing legitimate prices and admirable methods, it is impossible not to do so.

"Coaster Brake Specials" should be leading models in every catalogue, and the reasons for their purchase, which are within such easy reach, should be given.

"And Thou, too, Brutus!"

It is queer how, by unfortunate selection of words, some of the good friends or erstwhile good friends of the bicycle will find opportunity to put a knife thrust in the industry, which laid the foundation for their fame and fortunes.

A case in point appears in the special automobile supplement issued this week by the New York Herald. Among other articles, bearing the names and photographs of prominent men, is one the authorship of which is attributed to E. R. Thomas, the Buffalo manufacturer. In it he shows how largely the bicycle and bicycle ideas have influenced the construction of automobiles. The opening paragraph is a paen of praise for the little two-wheeler, which, however, in the last line and in a very few words inflicts a cruel and unnecessary stab. Says Mr. Thomas:

"The good old bicycle—the 'silent steed,' the 'promoter of health and happiness,' the 'annihilator of distance,' the 'great boon to mankind,' the 'time and money saver' of which philosophers wrote, with which the newspapers teemed and about which men almost fought to maintain the merits of their particular mount—now lies neglected and despised in the corner."

Of course the calumny has been taken up and reprinted. We have no idea that Mr. Thomas designed to do injury, but the harm is there just the same.

A clipping from one of these reprints is sent us by Hoyland Smith, of New Bedford, Mass., whose comment, expurged of its caustic reference to Mr. Thomas, is so "pat" and applies so generally, that it constitutes the best answer to the unfortunate calumny.

"There may be 200 automobiles here in New Bedford," writes Mr. Smith. "There certainly are not less than 7,000 bicycles in actual use, which would seem to show that the bicycle is not so neglected or despised as Mr. Thomas thinks it is."

The glamour that surrounds the automobile has blinded not a few persons to such very plain truths. It is unfortunate that they cannot be driven home with the added fact that, even in its most diminished year, there was never a twelve-month when there were not more bicycles produced and sold than there have been automobiles manufactured since the beginning of that industry.

Fine Points of the Law.

Out in Washington, where specific reference to motorcycles was eliminated from the automobile law recently enacted, some of the wisecracks in authority have refused to recognize the manifest intent of the elimination and point triumphantly to the fact that as the law applies to all motor vehicles, motorcycles cannot escape it.

For the benefit of such men, attention should be called to the fact that, although the courts have many times ruled that the bicycle is a carriage in the eyes of the law, it is nevertheless not subjected to the enactments applying to the four-wheeled vehicle compassed by that term.

No reasonable stretch of common sense can possibly include in the same category those vehicles that stand alone and those that depend upon the riders' equilibrium to maintain an upright position. The law that attempts to do so is lacking that common sense that is popularly supposed to be the foundation of law and justice.

GOOD ROADS CAUSE GAINS

Why the Agitation Is Spreading Far and Wide Among All Classes of People.

Far and wide the agitation for good roads, more roads and better roads is reaching. It is ceasing to be the self-induced, self-centered effort of a few tradesmen anxious to advance their own business interests; it has ceased to be the effort of a few radical and sympathetic papers, and it has come to exist more in the hearts of the people. But the movement is yet in its incipency. There remains yet to be seen the result, the finite conclusive evidence that the missionary work of the few during the past years has not gone for naught, the result not only in the improved condition of the roads themselves, but in the improved state of general prosperity throughout the country at large, which is bound to follow ultimately.

At present this great United States, with all its vaunted strength and power, its prating of independence, and democracy and freedom, stands about twentieth in the list of the powers of the world, in point of the condition of its roads. Its great cities and towns are working for individual improvement, they are laying out vast park and boulevard systems, which encircle and bisect them. Its States are constructing highways which will some day reach from end to end and bring their various communities into closer touch with their centres of government. There is a National Road Inquiry Division of the Department of Agriculture at Washington, which is ever conducting experiments, building sections of model road and striving by investigation and demonstration to advance the cause. But all this is not enough. The farmer is still in the state of isolation which has hampered him ever since the days when such isolation was unavoidable—a part of the times.

Speaking of the way in which the farmer as a voter and taxpayer is continually being called upon to contribute to improvements which can be of no possible direct benefit to him, Gilson Gardener says rather forcibly in the *Auto. Advocate*:

"How long, oh, man of the rural district, will you continue to permit yourself to be humiliated? Why don't you step up and get your share? You are taxed to pay for the railroad subsidies, taxed by tariffs to build up the cities, and the cities' industries, taxed to dig out creeks and mudholes in which you have no interest and no profit, taxed to civilize the Filipino, taxed to dig a ditch across the Isthmus, taxed for everything industrial, and sharing in nothing except the 'general prosperity.' The special prosperity never comes your way.

"What is the farmer's share in the government aid to roads—dirt roads, not railroads? A miserable pittance of \$50,000 a year to

support a 'road inquiry division' of the Department of Agriculture! Why, the government gets more than that out of the sale of the waste paper which collects about the department offices in Washington. It spends more than that on wooden legs for the soldiers' home. It is nothing! And yet this is ten times as much as was appropriated six years ago."

The railroads and trolley lines tend to concentration toward the cities. They only reach to the more important communities, not to the individuals. They are left practically in the same condition they were in fifty years, aye, a hundred years ago. They still must cart their produce miles to the nearest railroad; they still must cart back again their supplies; they still must travel over poor or indifferent roads to their places of worship, their places of amusement, and to their schools. True, there has been a vast improvement over the conditions which used to obtain, roads are no longer wholly impassable for months at a time, except in rare cases, but the advance has been tardy, and far behind the advance in other branches of the country's growth.

But the tide has turned. The tide of popular sentiment, so powerful for good or evil according to its guidance, is surging toward a fuller recognition of the rights of the rural districts, and they, in turn, are arousing to a sense of their own importance. Whether it is to come from the local organizations themselves, the villages and towns and States, entirely and without governmental assistance; whether it is to come from them with aid in the shape of good roads awards and premiums, as has been suggested recently, or whether the government shall take up the burden in part or entirely, is but the decision of one of the many details which are involved in the movement. The fact remains, that no matter how much of strife and controversy are involved, the time is at hand when the American people will demand as essential to their interests, not as a luxury, not as a whim, a mere advertisement of their enterprise or as a mark of their prosperity, but as an absolute essential to their continued growth, the extension and development throughout the whole land of the blessing of good roads.

Don't Follow Motor Cars.

Do not make it a practice to follow close behind motor cars on the road. It is an exceedingly dangerous thing to do, and aside from the fact that the road in advance cannot be seen when following a car, it is unfortunately the case that the average driver does not approve of it, and if he be at all reckless, may lead the bicyclist onto a bad stretch of road, or by stopping suddenly without warning may put him to great inconvenience, if not positively endangering him. The warning is old, but it needs constant repetition.

"Motorcycles: How to Manage Them." Price 50c. The Goodman Company, 154 Nassau Street, New York. ***

FIXTURES

May 28—Detroit, Mich.—Dealers' Association's race meet at Recreation Park.

May 28—San Francisco, Cal.—S. F. Motorcycle Club's 264-mile endurance contest.

May 28—Jamaica, L. I.—Tiger Wheelmen, of New York, three and five mile closed races.

May 30—New York, N. Y.—N. Y. Motorcycle Club's open hill-climbing contest.

May 30—Boston, Mass.—L. A. W. Silver Jubilee.

May 30—Muskegon, Mich.—Muskegon Motorcycle Club's race meet.

May 30—Richmond, Ind.—Bicycle Dealers' Association's 13-mile road race; also lantern parade.

May 30—Rochester, N. Y.—Zimbrich's bicycle and motorcycle road races.

May 30—Detroit, Mich.—Detroit Wheelmen's bicycle and motorcycle road races.

May 30—Newark, N. J.—Bay View Wheelmen's annual Irvington-Milburn road race.

May 30—Atlantic City, N. J.—Atlantic City Cycling Association's 25-mile handicap road race.

May 30—Chicago, Ill.—Century Road Club Association's annual 25-mile road race; Chicago-Evanston course.

May 30—Buffalo, N. Y.—New York State Cycle Association bicycle and motorcycle races at Columbia Park.

May 30—Salt Lake City, Utah.—Opening of board track.

May 30, Boston, Mass.—Race meet at Charles River Park track.

May 30—Denver, Col.—Opening of new board track.

May 30—Oklahoma City, Okla.—Oklahoma Cycling Club's race meet.

June 10—Providence, R. I.—Dealers' Association, 25-mile road race.

June 18—Brooklyn, N. Y.—C. R. C. of America's 50-mile road race for championship of United States and Canada.

July 4—Atlanta, Ga.—Race meet Piedmont track; also race for State championship.

July 4—Brooklyn, N. Y.—Century Road Club Association's twenty-five-mile road race.

July 30—Brooklyn, N. Y.—Century Road Club Association's five-mile road race.

August 7-11 — Waltham, Mass. — Annual meet Federation of American Motorcyclists.

September 17—Brooklyn, N. Y.—C. R. C. of America's 100-mile handicap road race.

November 30—Brooklyn, N. Y.—C. R. C. of America's 30-mile handicap road race.

Due to a change in the binding and a consequent reduction in price by the publishers, The Bicycling World Company is able to announce the halving of the price of "Motorcycles and How to Manage Them." Formerly \$1, it is now to be had for 50 cents per copy. This useful little book of 141 pages, now in its eighth edition, has been considerably revised and is really better value than ever before.***

LOOKS LIKE PERSECUTION

More Discrimination by Newark Authorities Against the Management at Vailsburg.

Another and a new phase of the outrageous discrimination on the part of the sycophantic Newark authorities against the management of the Vailsburg board track has developed through an application of Manager Fred W. Voigt to the license department of the city for a permit to run a meet at the track on Decoration Day. After waiting more than a week while the leisurely officials of the license department deliberated upon the cost of a permit for a single afternoon's racing—in the middle of the week, too—Voigt was informed that the fee had been fixed at \$25.

The announcement of License Inspector Ward caused Mr. Voigt to lose his breath for a few moments, but he eventually managed to gasp out a remonstrance against the extortionate charge on the part of the city. Inspector Ward said that \$25 was the fee fixed by Alderman Henry B. Snyder, chairman of the Committee on Licenses, of the Common Council, and would therefore have to stand.

Under favorable conditions the number of race meets held during the season at the board track would average about thirty-four, and at the rate of \$25 for each meet the city of Newark would be in \$850. Comparing this sum with the \$350 fee charged to theatres, with police and fire protection of a special character thrown in, and the \$399 fee charged the most pretentious circus troupes, which take from the city large sums of money, it is little wonder that cyclists have come to the conclusion that the Newark officials are in a nefarious scheme to break up bicycle racing in the East.

"How much is the fee charged for the playing of baseball?" asked Mr. Voigt, referring to the professional games of the Eastern League club at Wiedenmayer's Park.

"Well," replied the Inspector, "we have not reached that question yet."

Voigt finally was informed that no fee is charged for the baseball game. He said he did not have any cause to complain about the procedure in the matter of the baseball game or any other public amusement, but he would like to obtain a satisfactory explanation of why such an unusual and, according to his view, unjustifiable fee should be fixed in his case. Mr. Ward could give him no enlightenment except to say that Mr. Snyder had announced that \$25 would be the fee.

Mr. Voigt recalled a conversation he had with Mr. Ward a week or more ago, when he applied the first time for a permit. The inspector was reminded by the bicycle man that on that occasion, while he said the fee would have to be fixed by the committee, he gave Mr. Voigt the assurance that the fee would be "merely a nominal one, probably not more than \$2." He was asked to tell why the fee had been fixed so much higher than

the amount he had evidently believed the permit to be worth. He could not tell.

It has not yet been decided whether to submit to the highway robbery of the authorities and run the meet on May 30, or to block their nice little one-sided game of "sock-it-tu-'em" by calling off the meet.

W. J. Corcoran Drops Dead.

William J. Corcoran, until recent years one of the best known American trainers of racing men and track managers, dropped dead in Boston on Wednesday, 24th inst., while en route to the horse show in Brookline. He was forty years of age. Corcoran had trained some of the fastest riders that this country had ever produced, and successfully handled the bicycle teams of the old Manhattan Athletic Club and the New York Athletic Club, when those clubs were whooping up cycle racing for all it was worth. Later he managed one of the Boston tracks and looked after some of the athletes of Harvard University.

Here's the F. A. M. Badge.

The first of the Federation of American Motorcyclists' official badges made its appearance this week. While it is not start-



lingly original, embodying the familiar wings and bicycle wheel, it is, as the accompanying "life size" illustration shows, of pleasing design, splendidly executed. The badge, which is mounted as a pin, is of gold finish save for the base of the motor, which is finished in dark blue enamel. A badge goes with each F. A. M. membership; there is no extra charge for it.

To Set Weight Limit in Hill Climbs.

It is extremely probable that after June 1 the motorcyclist weighing less than 120 pounds, who desires to engage in hill climbing contests, will have to carry sufficient "ballast" about his person to attain that weight.

The competition committee of the Federation of American Motorcyclists is at present taking a mail vote on the adoption of a rule to that effect. It grew out of the entry of 60 and 70-pound youngsters in several contests of the sort and of the almost unflinching regularity with which the youngsters obtained the lion's share of prizes. The handicap of 50 or 100 pounds is such as practically to put an adult rider out of the running.

The New York Motorcycle Club inaugurated the reform movement and would have made such a rule apply to their hill climb, which occurs on May 30, but for the fact that when it was brought up for discussion, the entry blank already had been printed and circulated.

KRAMER DISQUALIFIED

Champion Finished First in Two Events but is Charged with "Boring."

"Frank Kramer was disqualified for boring."

That was the gist of the cable from London Saturday, the 20th inst., telling of the race meet at London, in which the American champion was one of the contestants, and it is no wonder that the message caused the followers of the bicycle racing game on this side to sit up and take notice, for this is the first time in Kramer's brilliant career that he has ever been accused of unfair tactics, much less being disqualified, if the report from London is true. The American champion has never been forced to take any other rider's dust, and for this reason the cable message that he had been disqualified for running wide was almost too incredible to believe.

Considerable interest centered around the one-mile international scratch event. Although the fastest sprinters of France, Holland and Germany were against the American representative, it was freely predicted that Kramer would be in the lead when the tape was crossed, as he has beaten each of the foreigners time and again in Paris. Kramer did finish first, with Schilling, of Holland, second. After the race Kramer was protested for "boring," and the protest allowed, first place thereby going to the Dutch rider. Mayer, of Germany, was third, and Friol, of France, fourth. Time, 2:12 3-5.

The quarter-mile event was won by Mayer, with Kramer a close second. Schilling crossed third. Time, 0:46 3-5.

Frank Kramer sprinted over the tape first in the half-mile scratch. Schilling was second, and Mayer third. Time, 1:02 3-5.

Menus Bedell scored second in the fifteen-mile international motor-paced event. De-Guichard, of France, was first. He covered the distance in 37:45 3-5.

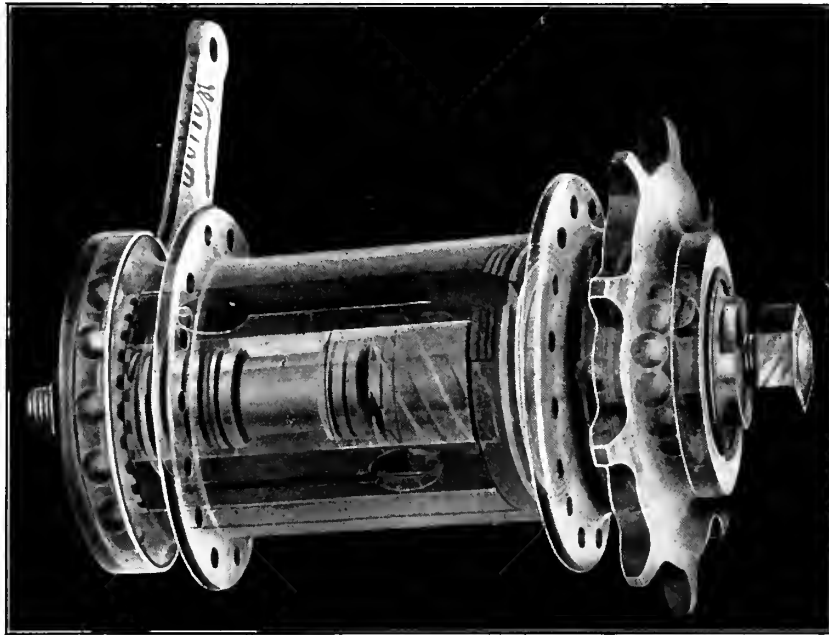
Kramer Creates New Record.

From Paris comes the news that Frank Kramer set up a new record for 500 metres on Thursday, the 25th inst. Kramer rode the distance in 34 3-5 seconds. Five hundred metres is equivalent to 1,640 feet, or 120 feet less than one-third mile. The record for one-third of a mile was made in 1897 by E. C. Bald, at Charlotte, N. C., and stands 38 2-5 seconds. It is not stated who formerly held the exact 500 metres' record on the other side.

Ernst Will Stay at Home.

Although it was given out that Fred Ernst, the speedy amateur, of Rochester, N. Y., would ride on foreign tracks this season, he has evidently changed his mind, and arrived at the sensible conclusion that there is more glory to be had on American soil. This assertion is borne out by the fact that the Rochester rider has signed to enter the annual Irvington-Millburn road race, in New Jersey, on Decoration Day.

The MORROW



The King of Coaster Brakes.

So recognized because it was the first of the line, it has held its place because of its progressive and unquestionable supremacy.

The MORROW

made cycledom something more than
a realm of eternal pedal pushing.

ECLIPSE MACHINE CO., = Elmira, N. Y.

BAY CITY WINS BIG RACE

Frisco's Oldest Club Shows the Youngsters that Age does not Wither Its Speed.

After plugging over all kinds of roads for one hundred miles, four riders, each representing a California club, finished only two wheels' lengths apart in the thirteenth annual relay road race around the bay at San Francisco, Cal., on Sunday, May 14. F. W. McLaughlin, wearing the Maltese cross of the Bay City Wheelmen, crossed the line first. At his heels was F. Bell, of the California Cycling Club, and F. C. Waibel, Garden City Wheelmen, and W. Lucio, Oakland Wheelmen. The relays of the New Century and Central City clubs were distanced.

The one-hundred-mile relay race is California's historic and important event, and has done much to keep alive the club spirit. It is promoted by the California Associated Cyclists. The race is run in ten relays. In 1893 the Acme Club won the initial race, and the Garden City Wheelmen, of San Jose, the second. Then the Bay City Wheelmen were invincible for three years until in 1899 they were finally defeated by the Olympic Club. The Olympics held the cup for only one year, when they surrendered it to the Garden City Wheelmen, who held it up to this year. Therefore, competition on this occasion was very keen.

The race was spoiled, however, as a competitive event, in that the riders took pace from motorcycles on the road, but as each club is charged with being thus assisted, it is hardly likely that any protest will be entered.

Owing to the bad condition of the road at the end of the first relay, the distance was cut down to nine miles, and the tenth mile covered on foot. The riders were started from the second relay in the same relative position that their clubmates finished in the first. The Garden City riders led at the end of six out of the ten relays. When Waibel was handed the packet at the start of the last relay he was fully two minutes ahead of the Bay City and California Club men, but both of the latter riders beat him out at the finish. The Bay City riders were in front at the end of the first and third relays, fourth in the fourth, third in the sixth, fifth in the seventh and third in the eighth and ninth. McLaughlin, by hard plugging in the final, managed to put his club first. The time for the 100 miles was 4:45:57, nearly three minutes behind the record made in 1901 by the Garden City Wheelmen.

The story of how each relay was ridden can best be told by the following official table, which shows the order of finish and the time made by each rider:

FIRST RELAY.

Rider and club.	Finishing Time.	Ac. rid. Time.
*W. Snellman, B. C. W.....	9:32:00	25:00
A. Wilkes, N. C. W.....	9:32:00%	25:01%
R. Neff, O. W.....	9:32:00%	25:01%
M. Grey, G. C. W.....	9:32:00%	25:00%

F. Rego, C. C. C.....	9:32:19	25:19
A. Gootze, C. C. W.....	9:32:19%	25:19%
*Rode nine miles.		
Best previous time over this relay—P. McDonald, Garden City Wheelmen, 27 minutes; 1902.		

SECOND RELAY.

Rider and club.	Finishing Time.	Ac. rid. Time.
B. Murphy, G. C. W.....	10:15:23	32:23
L. Randall, B. C. W.....	10:15:23%	32:23%
C. Tillman, N. C. W.....	10:15:23%	32:23%
A. Roberts, O. C. W.....	10:15:24	32:24
P. Lawrence, C. C. C.....	10:15:25	32:06
F. Frierichs, C. C. W.....	10:15:31	32:12
Best previous time over this relay—A. Robinson, Oakland Wheelmen, 24:19; 1903.		

THIRD RELAY.

Rider and club.	Finishing Time.	Ac. rid. Time.
W. de Mara, B. C. W.....	10:42:00	26:36%
J. R. Berryella, G. C. W.....	10:42:03	26:40
E. A. Mitchell, C. C. C.....	10:42:04	26:39
C. Scheller, N. C. W.....	10:43:00	27:36%
H. Bente, O. W.....	10:43:00	27:36
C. Fox, C. C. W.....	10:44:00	28:29
Best previous time made over this relay—E. P. Barnes, Garden City Wheelmen, 23:06; 1899.		

FOURTH RELAY.

Rider and club.	Finishing Time.	Ac. rid. Time.
W. Showalter, G. C. W.....	11:12:05	30:02
S. Hancock, O. W.....	11:12:06	29:06
D. Mainland, N. C. W.....	11:12:06%	29:06%
V. S. Gray, B. C. W.....	11:12:20	30:20
H. Lunadimi, C. C. C.....	11:12:35	30:31
L. Murphy, C. C. W.....	11:12:45	28:45
Best previous time made over this relay—S. Smith, Garden City Wheelmen, 28 minutes; 1899.		

FIFTH RELAY.

Rider and club.	Finishing Time.	Ac. rid. Time.
C. Burnett, G. C. W.....	11:36:04	23:59
C. Nelson, O. W.....	11:36:15	14:09
B. F. Elliott, C. C. C.....	11:36:20	24:00
A. Silva, B. C. W.....	11:37:00	24:15
A. Bush, N. C. W.....	11:40:30	28:23%
J. Cunningham, C. C. W.....	11:41:50	29:05
Best previous time made over this relay—C. Limberg, Garden City Wheelmen, 22:00%; 1902.		

SIXTH RELAY.

Rider and club.	Finishing Time.	Ac. rid. Time.
P. Maggini, O. C. W.....	12:06:14	30:10
H. Hancock, O. W.....	12:06:16	30:01
C. Long, B. C. W.....	12:07:40	31:29
W. Sword, C. C. C.....	12:07:41	30:41
C. Johnson, N. C. W.....	12:08:40	28:10
A. Finlayson, C. C. W.....	12:13:59	32:09
Best previous time made over this relay—B. Downing, Garden City Wheelmen, 27:10; 1901.		

SEVENTH RELAY.

Rider and club.	Finishing Time.	Ac. rid. Time.
W. Holmes, O. W.....	12:34:06	27:50
L. Maggini, G. C. W.....	12:34:06	27:52
A. Doggett, C. C. C.....	12:36:08	26:27
M. J. Sullivan, N. C. W.....	12:37:15	28:55
M. Stajohann, B. C. W.....	12:37:18	29:38
H. Hanke, C. C. W.....	12:45:16	51:17
Best previous time made over this relay—H. Bean, Bay City Wheelmen, 28:01%; 1900.		

EIGHTH RELAY.

Rider and club.	Finishing Time.	Ac. rid. Time.
A. Chebaya, G. C. W.....	1:05:30	31:24
J. McTigue, O. W.....	1:05:31	31:25
G. Cushman, B. C. W.....	1:07:00	29:42
E. Michel, C. C. C.....	1:07:02	30:54
F. Kirshner, N. C. W.....	1:07:40	30:25
G. Pilkington, C. C. W.....	1:20:00	34:14
Best previous time made over this relay—A. P. Deacon, Olympic Club, 27:10; 1897.		

NINTH RELAY.

Rider and club.	Finishing Time.	Ac. rid. Time.
Dieffenbacher, G. C. W.....	1:30:40	25:10
P. Mourou, O. W.....	1:31:40	26:09
W. Steinman, B. C. W.....	1:32:04	25:04
E. Holden, C. C. C.....	1:32:05	25:03
A. Carlson, N. C. W.....	1:36:17	28:37
B. Williams, C. C. W.....	1:50:20	30:20
Best previous time made over this relay—J. Holson, Bay City Wheelmen, 28:05; 1902.		

TENTH RELAY.

Rider and club.	Finishing Time.	Ac. rid. Time.
McLaughlin, B. C. W.....	2:03:57	31:53
F. Bell, C. C. C.....	2:03:57%	31:52%
W. C. Waibel, G. C. W.....	2:03:57%	33:17%
W. Lucio, O. W.....	2:03:58	22:18
McWhirter, N. C. W.....	2:12:58	36:41
G. McGrath, C. C. W.....	2:22:20	35:00
Best previous time made over this relay—Lace Downing, Garden City Wheelmen, 26:30; 1901.		

*Motorcycles: How to Manage Them.
Price 50c. The Goodman Company, 151 Nassau Street, New York.

TWO STIRRING FINISHES

Long Markers and Scratch Men both Fight Hard to the Tape,

Riding with five minutes' handicap, George Karavick sprinted across the tape first in the fifteen-mile handicap of the Century Road Association at Valley Stream, N. Y., on last Sunday, 21st inst. The finish was very close, and J. Niemi, with five minutes' handicap, riding under the colors of the Finnish Athletic Club, was only beaten at the tape by two-fifths of a second.

One of the best fights that have taken place this year between the scratch men for time honors was witnessed last Sunday. Oscar Goerke and L. J. Weintz, the two crack sprinters of the National A. C., worked together, and succeeded in "copping" first and second time prizes. Goerke rode the fifteen miles in 37:35 2-5, and Weintz was only one-fifth of a second behind at the tape. Frank W. Eiffler, the fast man of the Century Road Club Association, took a cropper at Rockville Centre. Although he was bruised considerably, Eiffler pluckily remounted his machine and pushed it across the mark for third time. Eiffler had a hard sprint at the finish with Adam Beyerman, who, perhaps, has more time prize wins to his credit than any other amateur of his age. Eiffler, however, crossed two-fifths of a second ahead. Fred F. Wanner, of the Park Cycling Club, was fifth in the time division. Following are the summaries:

Order of finish, name, club.	H'cap. Min.	Net time. M.S.
1. George Karavick, Turnverein.....	5	39:25%
2. J. Nieme, Finnish A. C.....	5	39:25%
3. F. C. Graf, C. R. C. A.....	3	38:23%
4. F. Williams, Stamford, Conn.....	3	38:23%
5. B. W. McDonald, St. George.....	4	39:23%
6. J. M. Halligan, C. R. C. A.....	4	39:23%
7. J. Reynolds, Park C. C.....	3	38:24
8. A. Johnston.....	3	38:21%
9. A. Pantilla, Finnish A. C.....	4½	39:54%
10. Geo. Thorakos, Brower W.....	3½	38:55%
11. Charles Nereit, C. R. C. A.....	1½	38:17
12. William Devine, Nat. A. C.....	2	38:17½
13. A. Klein, Brower Wheelmen.....	2½	39:56

TIME PRIZE WINNERS.

	H'cap. Min.	Net time. M.S.
Oscar Goerke, National A. C.....	Scratch	37:33%
L. J. Weintz, National A. C.....	Scratch	37:33%
Frank W. Eiffler, C. R. C. A.....	Scratch	37:31%
A. Beyerman, Norman Team.....	Scratch	37:34%
Fred F. Wanner, Park C. C.....	Scratch	37:35%

* Made Best Time for Oklahoma.

Good time was made by Harry Hughes, of Oklahoma University, in the one-mile bicycle race, which was a feature of the intercollegiate field meet at Oklahoma City, Okla., on May 19. Although the track was heavy, Hughes pedalled the mile in 2:18, which is the best time for the distance ever made in the territory. Joseph Murray was second, and E. R. Newbry finished third.

Guignard did Better than Reported.

In the Bicycling World of April 29 Guignard, the famous French pace follower, was credited with riding 55 miles 883 yards in one hour, thereby breaking the world's record, formerly held by Darragon. Guignard actually did better than 55 miles 883 yards in the hour, riding 55 miles 1,515 yards.

Asks for Government Inspection.

Recently, after an unpleasant experience when an apparently sound part of his bicycle gave way without warning and gave him a nasty fall, a lieutenant colonel of the British army advanced the proposition to have all parts of the machine subjected to a compulsory government test and proof-marked, as are gun barrels, hoping thus to guard the cyclist from the danger he may be running in riding a machine which has been carelessly put together and afterward turned out of the factory without proper inspection.

In a published reply to this a member of one of the leading English firms of bicycle manufacturers points out the fact that were such a requirement in force it would not be sufficient to test the forks alone, but it would be necessary to go over every other part of the machine in the same way—a most expensive process, and one which would raise the cost of it to a prohibitive point. Moreover, as he wisely says, the nature of these tests would be misleading in many cases, and the tendency would be to place too much confidence in them. To his way of thinking, it is quite sufficient to rely on the integrity of the makers, and on their loyalty to their own interests in making the goods amply strong, rather than to introduce any compulsory or stringent measures.

How an English Tourist Loads Up.

Here is the equipment of a tourist who was seen en route not long since in England: Three lamps were slung across the front of the machine and one at the back. There were also three signalling devices—one a bell on the handle bars, another a bell under the saddle and the third a full-fledged motor horn strapped to the backbone. The cautious one was safeguarded against accident by means of three brakes, one a coaster brake of the most approved type, and the other two rim brakes, one being on the front wheel and the other on the rear. To exactly gauge the distance this worthy had travelled there were two cyclometers, one on the front wheel and the other on the back, while, to complete the impedimenta, or excess baggage, or whatever it might well be called, there was a luggage carrier over each of the wheels, both well laden.

This is really quite the limit, but, as is well known, "virtue is its own reward," and it would seem that any policy carried far enough would bring its own little recompense. In this case, it would seem that the enthusiast would soon tire of the "sport" and turn him to fields where his enjoyment would bring him less of the arduous.

Why the Tires Went Flat.

They tell the story of an inventor who was anxious to relieve a portion of the unpleasantness of tire pumping by contriving a tight little receptacle in which a small quantity of liquid carbonic acid gas was to be carried. When a tire became deflated all that was necessary was to connect up the hose and turn on a little valve, and there you were.

All you had to look out for was not to pump the thing up too hard, because if you didn't watch out it might "bust."

After having built a rather expensive model and attached it to his machine, the inventor started out to look for punctures and blow outs and all that sort of thing. But the first thing he knew his tires were down. He filled them up and went on for a short distance, only to find them flat again. And, to make a long story short, the more he inflated them the more quickly they went down. He had failed to take into account the fact that the gas, being much more permeable than air, would sift out through the tire walls as fast as it was put in.

There is a little moral lesson in the tale which all inventors would do well to learn by heart. It is: "Find out just how many feathers you will have to have in each of the wings before you begin to give away tickets for a free ride in the airship."

Wires His Tires for Mud.

A friend from the country who does a great deal of riding in all sorts of weather says that he has more than once when travelling over exceptionally muddy roads, where his motorcycle tires would not grip properly, had recourse to the scheme of winding a few feet of baling wire, or even of ordinary fence wire, about the rim of his driving wheel, and that he has had very good luck on each occasion when he has tried it. Of course, if he had not been extremely careful he would have had more trouble for his pains than would have been occasioned by a few miles of walking, but by securing the ends so that they cannot in any way reach the forks, it would seem that this expedient might serve well when the less strenuous method of winding with rope could not be put into effect.

How to Measure Horse Power.

Here is a new rule for obtaining the horsepower of cycle motors when the dimensions are given in metric units: Take two-fifths of both dimensions and square the result obtained from the bore. Multiply together the two results thus obtained, and point off four figures from the left, and the result is the required horsepower.

For example, take a motor with 70x80mm. bore and stroke. Two-fifths of the two dimensions are 28 and 32, respectively. The square of 28 is 784, and this, multiplied by 32, gives 25,088, or the result is 2.50 when the requisite four places have been pointed off. An English correspondent is responsible for the rule, and it would seem to give fairly close results. A millimetre, it will be well to remember, is .03937, or nearly one-twenty-fifth of an inch.

Auruturlier Wins Bordeaux-Paris Race.

Cables from Paris state that Auruturlier, a Frenchman, finished first in the famous Bordeaux-Paris road race, a distance of 370 miles. His time was 20 hours and 13 minutes. Others who finished were Polier, Trou-seller and Gorgeot.

Two Monuments to a Cyclist.

Few of the latter day cyclists are aware of the fact that there is at least one who has had two monuments erected to his memory, Dr. H. L. Cortis, who rode in England and New South Wales more than two decades ago. After his death a handsome shaft of granite was erected to his memory by cyclists of New South Wales, and there is also a memorial tablet in the church at Ripley, Surrey, England. Cortis started in the racing game in 1872, and was quite successful on his old "ordinary," winning the Bicycle Union—now the National Cyclists' Union—championships several times. But in 1881 Cortis performed the then electrifying feat of riding twenty miles in an hour. The performance was accomplished on the old circular track at the Crystal Palace, London, and made Cortis's fame secure for all time.

Buffalo Considering Motorcycles for Cops.

It is reported that the Police Commissioner of Buffalo is seriously considering the advisability of equipping the men of the bicycle squad with motorcycles, as the motorists of that locality seem to have but little respect for the men when they are accosted, since they are confident of being able to get away from them with little or no trouble. Superintendent Bull has recommended the experimental purchase of two motorcycles, with the idea of increasing the number later on as circumstances seem to warrant the outlay.

Providence Dealers Choose Race Officials

The dealers of Providence (R. I.) and vicinity are pulling well together in the promotion of the 25 miles handicap road race, which is scheduled for June 10. Thirteen of them attended the meeting to further the event, held last week, at which A. E. Goodby was chosen president, George S. Gallup secretary and B. A. Swenson treasurer. Mr. Gallup will receive the entries. Thirty-five prizes already have been contributed, and a motor bicycle is in prospect to head the list.

Seeley Wins all the Honors.

Seeley, of the Cutler School, carried off all the cycling honors at the twenty-seventh annual games of the New York Interscholastic Association on May 12. In the one-third-mile race he won with a comfortable margin; W. Balmford was second and Alexander third. Time, 0:52 3-5. Seeley also finished first in the one-mile event. W. Alexander was a close second, and Balmford third. Time, 2:45.

Why Moisture Injures Tires.

The reason why a moist atmosphere is so harmful to pneumatic tires is interesting. The cotton fibre, which would not be injured if kept for months under water, decays very rapidly if kept in a damp room, by reason of microscopic fungus growths. Grease of all kinds is harmful, but for other reasons. It attacks the rubber itself, dissolves it and enlarges all cracks or punctures.

IT IS A "WHEEL OF LIFE"

How the Bicycle Assists in the Pursuit of Health and Happiness.

"Beauty behind and before and above us,
Everywhere beauty to see and to feel;
Life is worth living when men learn to love it
Under blue skies and the spell o' the wheel."

"Health and happiness in the pursuit and enjoyment of the true, the beautiful and the good," the very root of the teachings of the old epicurean school, represents in a single phrase the ideal of a perfect life; for to live without health, to suffer—at all events, not to enjoy the blessings of life to their fullest extent, because of physical inability so to do, is to live but a part of a life. Happiness in its fulness cannot be realized without its complement—health. The two go hand in hand, and, though not mutually essential, are so correlated naturally that the one is incomplete without the other.

Happiness, the pleasurable experience that springs from the possession of good, the gratification of the desires or relief from pain or evil is in itself nothing more nor less than a frame of mind. It implies enjoyment to the fullest, of benefits of one sort or another, a tranquil frame of mind, a receptive frame of mind and the accession to what has been desired. It is a perfectly natural state. In an enlarged sense, it is often taken to include the enjoyment of the pleasures of dissipation, but that is not its true intent, for that involves excesses and abuse of the faculties, which in turn react on the organs of the body to produce disease or the conditions which precede it. Happiness is, then, the result, one of the results, at least, of being right with the world.

The man who went into the woods at Concord, Mass., and there lived the life of a hermit, living in nature, enjoying it in a dreamy sort of way, and spending his whole time in getting into tune and staying in tune with the universe, was happy, no doubt, but in the main the years of his life thus spent were quite wasted. For all he left to the world was an essay on the sounds of the wood, which, say it softly, as of one who has passed away, any one could have done under the circumstances. True, his use of his mother tongue was masterful, but that is a birthright which any one may take up. It was the result of the years of real work that had gone before. And here is the point. This is a work-a-day world. Every one has his little bit to do ere he goes out into the beyond. It is not merely a matter of daily bread; it is not merely a matter of securing the wherewithal to enjoy one's self; it is not wholly a matter of laying up treasure for this world or the next. As Omar says:

"Alike to those who for to-day prepare,
And those who after some to-morrow stare,
A muezzin from the tower of darkness cries,
'Fools! Your reward is neither here nor there.'"

The work is for to-day, and to-day is for the work, and the greatest joy of all is not

in the achievement, but rather in the striving to achieve.

Then comes the old saying, "As we journey through life let us live by the way." Life is filled with contrasted elements which belong together. Health and happiness, work and play, effort and rest, and so on, all essentials, must be in their own proper relations to one another to produce the result of a well balanced life. "All work and no play make Jack a dull boy," and there must be a certain amount of true recreation, or the greatest blessing of life, happiness in the present, must suffer in a measure.

For this there is, there can be, nothing more to the purpose than to cultivate an appreciation of the beauties of the world at large. To study the wondrous mystery of existence as shown in the great world outside of

NEW YORK BRANCH 214-216 WEST 47TH ST.

houses; to breath in the pure air flavored only by the perfumes of nature; to live the life of an animal in the sheer bliss of drawing breath, these are the things that go to make recreation of benefit to mankind. To move, to have change of scene, to exercise, these make for more life and longer life. They are the things a man was meant to do. They, and they alone, constitute the basis of happiness in his work. Either, taken in excess of its proper amount, means a surfeit and a cloying of the system.

"Life is worth living when men learn to love it
Under blue skies and the spell of the wheel."

To get out the machine in the cool of the evening, after the hours of heat and strife and toil; to mount and ride off into the shadows of the gathering twilight; how it intoxicates one! The motion and the stillness; the exertion without its attendant fatigue; the purr of the tires on the gravel; the whirr of the wheels; the twitter of the sparrows over in the field, just settling themselves for the night, and, most of all, the madness of health that thrills at every breath of the

dank, aromatic air, arouse and renew the whole being. How grand and masterful it makes one feel! And all the time something is being done. It is not pleasure without accomplishment, for one is really doing something, going somewhere; there is added to the joy of effort that other joy of accomplishment. It is a recreation which combines more benefits all at once than any other can possibly do, this riding of the bicycle; it is a universal stimulative cure for all the ills known to mankind—if taken in time, and no cure can be relied upon without that proviso, and it is a preventive of them all as well.

Says Kenneth W. Millican, M. D., and a few more things also, as well as editor of the St. Louis Medical Review:

"Life is health, movement, energy in action, labor rest, refreshment, all constantly recurring in kaleidoscopic variety. Bicycling provides for us all these things; fitly, therefore, may the bicycle be called the 'Wheel of Life.'"

Denver Claims a Fast Track.

Although Ogden, Utah, contends that its new board track is the fastest in the West, Denver thinks that city is likely to have an awakening on Decoration Day, when both of the new "saucers" will be inaugurated. The Denver track is circular, with the exception of the home stretch. It is eight laps to the mile, and according to the sprinters who have tried it, it is considered even faster than either the Salt Lake City or Ogden bowls. The turns are banked at an angle of 45 degrees, and 40 degrees is maintained on the back stretch. The home stretch is 60 feet long and is at an angle of 25 degrees.

For a curtain raiser, John A. Payment, who will manage the Denver track, has signed W. E. Samuelson, of Salt Lake City, and W. W. Hamilton for a one-mile match race. Samuelson is the rider who in 1901, at Salt Lake City, established a new record of 1:53 2-5 for the unpaced mile. Previously the record was held by Hamilton, and in view of this a fast race is expected to result when the two sprinters get together on Decoration Day.

Says "Major" Taylor Is Suspended.

The foreign advices which are keeping Americans informed as to what is transpiring in this country state that "Major" Taylor, the negro rider, has been suspended by the National Cycle Association for refusing to reply to the demand of the association inquiring whether or not he intended to jump his European contracts made last winter. As the ebony sprinter will probably never work out his "skinny" black legs around a track again, his suspension probably will make little or no difference to him.

C. R. C. A. Offers Many Prizes.

The Long Island division of the Century Road Club Association has announced a twenty-five mile road race at Valley Stream for July 4. There will be twenty-five place and ten time prizes.

TALES OF OLD TIMERS

In Swapping Yarns Curious Experiences and Funny Adventures are Described.

When one has been riding a bicycle for some little time with any degree of regularity there comes to him, even though he may not realize it at the time, quite a fund of experience, amusing and otherwise, no matter whether his time has been spent in touring or in riding short distances here and there chiefly in the interest of business. When several enthusiasts get together and begin to relate their various tales, then it is that one discovers, maybe for the first time, how much of incident, how much of real adventure, comes to him in his daily life, and frequently he is surprised to see that the little happenings of the rides to and from the office or the shop are quite as entertaining as those of the protracted tours of the vacation season, which are of interest not so much for their intrinsic worth as because they are laid in some out of the way corner of the globe.

The other day several of the "old guard" were talking over their different experiences, and the conversation turned on running into and over things. Several funny stories were told, and as many more truly marvellous tales almost beyond belief.

"Did I ever tell you of the time that I jumped my wheel down a three-foot bank and got away without a scratch?" said one. "It was this way. Another fellow and I were sprinting up a hill and riding on the sidewalk, which was barely wide enough for us to pass each other. Just as I got to the top the other chap came up abreast of me, and crowded me just enough so that it was a case of fall over sideways or turn and take it head on, and, of course, I chose the latter. At that point the walk was fully three feet above the road and edged with turf, which made the jump a little more than three feet. Well, I took it all right, but I thought as I was going over that in all probability it would mean at least a collarbone, if nothing worse. Imagine my surprise, then, when the machine took the leap without a murmur and staggered off as if nothing had happened at all. I was a bit shaken up by the shock, of course, and if I hadn't had a pretty good pair of handle bars I should have been up against it for fair, for, as it was, I felt my hands settle down fully two inches as I struck; but, strange as it may seem, I didn't even burst my front tire."

"Say," said another, "that's a funny thing about a bicycle. Have you ever noticed that sometimes it will take a blow or shock without receiving any apparent injury which at another time would have smashed it all to pieces? Your speaking of coming down over a bank in that way and landing on your front wheel reminds me of something that happened to me one time, which one would have thought would not have had any effect

on the machine at all. Instead of coming off scot free, as you did, however, I had the pleasure of a three-mile walk with a smashed front wheel. I was taking a short cut across a field and riding in a well beaten little path, when I came to a spot where a cow was tethered by a long rope to a crowbar stuck in the ground, and, of course, she had gone over to the other side so that the rope lay across the path. But as the brute was feeding quietly, and apparently taking no notice of me, I decided to ride right on and cross over it, instead of turning off on to the turf and going around the crowbar. But, as luck would have it, that cow had a special antipathy to bicycles, and just as I was over the rope, as my front wheel was on the safe side and the back one right over it, she made one grand lunge and started to run in the opposite direction. Of course, the tension on the rope was sufficient to make that wheel buck like a mustang, and I went flying off into space in a regular old fashioned header. Well, if you'll believe me, my front rim was broken in three pieces by the shock, and to this day I have never been able to figure out just how it was done."

"That's all right," said another of the group when several more incidents had been related; "it's not so bad when you are running over the ends of bridges and through fences and over cow ropes, and all that sort of thing, but when you run over or into anybody, especially if that somebody is a little boy, it's quite a different matter. One time I was riding home from a farm we had in the outskirts of the city at just about dusk. I had to pass through a pretty closely settled district, where there were a whole lot of children, most of them in the street, too; it seemed to me. I was riding rather slowly, as I am always cautious, and was keeping in close to my right curb to avoid danger from meeting any one, and keeping a pretty sharp lookout, too, when all of a sudden there jumped out into the road, right in front of me, a little shaver not more than five or six years old; a regular hop-o-my-thumb.

"It was just at that time that all the children thought it was the proper thing for them to do to get in front of bicyclists and try to frighten them into some sort of a nervous outcry. They were getting to be a pretty fierce nuisance in that respect along that street, too, and I had gotten off and chased a couple of them only a day or two before; but to no purpose, of course. Well, this little fellow got out there and couldn't get back. I suppose that he got sort of panic-stricken when he saw how near him I was and lost his head. But, anyway, I thought he would jump out of the way as the others always did, and so paid no attention to him until I was close onto him and it was too late to shear off to the other side of the street. Then I tried to dodge, but he jumped just at that moment, and, naturally enough, he jumped just the way I turned, and so I struck him fair and square and knocked him fully ten feet, but enough to one side so that I didn't strike him again before I had come to a stop. Well,

such a gathering of mothers and sisters I never saw before in all my life, and I most devoutly hope such another will never again be convened in my behalf, for it made me a bit uneasy the way they talked about me.

"As good luck would have it, the kid wasn't hurt in the least bit, barring, of course, a shock, which I am sure he deserved; and as soon as I had made sure of that much I made off, for I could see the shapes of several fathers and brothers in the not too dim distance, and I thought it behoved me not to tempt them to do me violence by hanging around where I was not wanted."

Oakland Adopts Annoying Ordinance.

Evidently eight hundred signatures to a petition and the plea of "six business girls" had some weight with the City Council of Oakland, Cal., but the bicycle riders of that city are far from being pleased with the result. Some time ago an ordinance was drawn up to prohibit cyclists from riding on the sidewalks, and as emphatic proof that the sport is not yet dead in that city a petition was circulated and presented to the council, imploring that body not to pass the obnoxious measure. The council did not do so, but a substitute succeeded in working its way through before the cyclists were given a chance to voice a protest. The new law permits bicycle riding on the sidewalks, but when a rider meets a pedestrian he must dismount until the latter passes. A maximum speed of ten miles an hour is allowed. The penalty for violating the law is a fine ranging from \$5 to \$100.

Big Money for Small Injury.

It almost pays to be run into by a cyclist on the other side. One cyclist was awarded \$750 against another who collided with him at Bangor, Wales, recently. The plaintiff testified that the other cyclist was on the wrong side of the road, and therefore was to blame for the collision. Although the plaintiff was scarcely injured, the judge thought that \$750 was no more than sufficient financial balm to soothe the cyclist's ruffled temper.

Pillows Made of Badges and Sashes.

There's a chance for some one to obtain two unique sofa pillows. Women members of the Century Road Club Association have made them up of century run badges and sashes, and they are to be auctioned off at an entertainment to be held at New York headquarters, No. 176 East 106th street, on June 9. A pair of Palmer tires is to be drawn for at the same time.

Rapid Growth In Jersey City.

Although organized on January 1 last, the National Wheelmen of Jersey City, N. J., claim to have upward of 100 members. The club is making a feature of long rides, runs to Asbury Park and return in one day, to Philadelphia and back in one day, and to Atlantic City and return in thirty-six hours being on its calendar.

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then appeal to reason, is given as the basis of all good advertising.

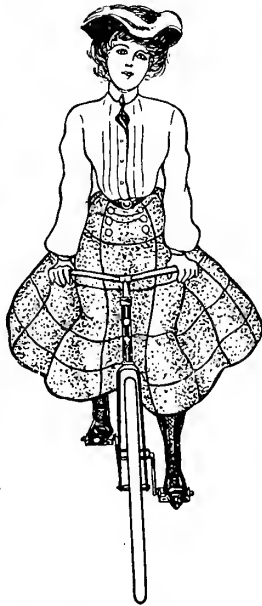
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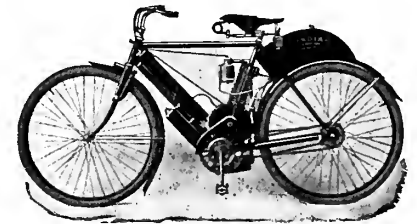
94-96 Tribune Bldg., New York.

Motorcyclists Must Cross Mountain Range.

As planned, the San Francisco Motorcycle Club's endurance contest, which occurs tomorrow, should prove a strenuous event. The route is from Oakland, where the start will be made at 3:30 a. m., to Del Monte, via San Jose, Gilroy and Salinas, and return to Frisco via Palo Alto and San Mateo, a route which requires that the San Juan Mountains be crossed both going and coming. The exact distance is 256 miles, the minimum time for covering which is 16 hours and 20 minutes, and the maximum 18 hours. It will be the first important motorcycle contest held on the Pacific Coast.

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of other motorcycles,
the better I like the
Indian,"** is the comment of one observing rider.



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its uniform excellence over a term of years in public contests and in every day use that evokes such admiring comment. And the

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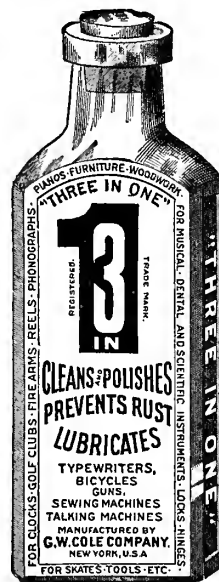
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PATENT OFFICE FREAKS

In the Long List There Is Included Some of the Bicycle Absurdities.

It is certainly amazing—worse, it is absolutely appalling—the amount of thought and energy that otherwise intelligent and sane men give to the process of turning out what even the backwoods farmer, provided he be not an inventor himself, is wont to term “dum fule inventions.”

Were the United States Patent Office to be dubbed a get rich quick concern of the rankiest sort, the appellation would in this connection be absolutely correct; but the victims are more than anxious to part with their money for a handsomely sealed and duly attested and executed patent which proclaims them to the world as the inventor of a revolutionary toothpick or something of a nature equally imposing and important. They are glad to come back and take out more patents; some of them have half a dozen or more to their credit, but few are aware of the fact but themselves. The patent office is one of the legitimized fakes that the government must not only sanction, but support—that is, so far as its work in this role is concerned, and a glance at the official patent record shows that a very large part of its work is along this line. For every patent of value that is issued there are anywhere from ten to a hundred that are worse than useless, the wild flight of some inventor's brain that he seldom lives to see realized.

The bicycle has come in for more than its share of attention in this respect; is, in fact, still a subject upon which some of these fancy sketchers continue to exercise their misapplied ingenuity in devising contraptions that are wonderful to behold, but which no one other than the inventor would ever attempt to ride. It will be remembered how many attempts to achieve something practical were lavished on the folding bicycle—it is a subject still practised on by many. The demand from which they are to make a fortune is apparently to come from automobilists, who will carry one of these folding prize packages under the seat and use it to ride for assistance in case of accident. Realizing the tremendous amount of thought centred upon the invention of the bicycle, including in this generic term everything with two, three or four wheels and whether driven by human or mechanical power, some ingenious patent attorney, probably with more leisure than clients, has compiled all the patents issued on the subject in the course of more than a century.

A liberal education on the subject in question is to be found within the covers of this volume by any one who, for it contains hundreds of patents, has the necessary leisure to devote to it. Bicycles, little, big, broad, narrow, high, low, it would simply exhaust

the adjectives of the English language to attempt to review even the general characteristics of the most striking specimens of the assortment, and as to describing them no vocabulary ever possessed by the best versed in the language would suffice.

While many are such weird contrivances as to utterly defy description or render a guess at how any sane human being ever came to devise such a thing unprofitable, the height of absurdity and impossibility is reached and overstepped when it was attempted to apply power. Not a few of the impossibilities of the bicycle world that got beyond the state of mere invention were marketed largely and are well within the memory of the present younger generation. It is not so many years ago that the bicycle as it is now known finally graduated from the freak class, to which many would have bound it indefinitely, and got down to its up to date, simple and practical lines. It is not difficult to recall some of these antiquities that afflicted it in its earlier days, and which, seemingly with one accord, were swept into oblivion with the advent of the now standard type. Every one who had an idea on the subject had to try his hand on the bicycle, and some of the results achieved were certainly marvellous. The bicycle is evidently thought to be an invention of too recent date to be accorded a position in the National Museum at Washington; but should it ever rise to that dignity and be represented by as complete a collection of early models as is steam locomotion, the exhibit will be worth travelling far to see.

It would seem that more than a century of experimentation was necessary to evolve the bicycle in its present mechanical perfection, for what is the bicycle of to-day but the two-wheeled vehicle of more than a hundred years ago which the rider sat astride and pushed with his feet? The same thing identically, with the substitution of metal for the wooden construction and the addition of an effective means of propulsion.

Many attempts to apply this were made, but none successfully until the advent of the old ordinary, in which the speed was limited by the size of the driver and the latter by the length of the rider's leg reach. Here was efficiency in a high degree, as far as it went, but how many of the attempts to improve upon it were abortive? How few of them were equal to the method over which they claimed to be improvements? It would take a volume to detail even a portion of them. Then along came the safety, hailed on all sides as something new, but in reality nothing more or less than a return to the principles of a century before.

When it comes to the first inventions involving the application of power language is a total failure in the attempt to describe them, and doubtless even the drawings submitted to the Patent Office by their ambitious creators fall far short of showing up all their crude absurdities. Truly, the path of the inventor is not an easy one, and a leaning in this direction will no doubt sooner or later

come to the attention of expert alienists and be classed as a mild form of harmless insanity.

Whisk Brooms for Motorcyclists.

The subjects of proper attire and personal appearance are still interesting the New York Motorcycle Club. Several times they have been threshed with considerable intensity, at the April meeting a resolution being offered which, after reciting that as there is nothing related to coal heaving or deep sea diving about motorcycling, that all members be urged to acquire and wear the club uniform—a neat and serviceable gray.

It aroused a lot of discussion, in which mention of whisk brooms was made. Nothing more was thought of it until a meeting on Thursday last, when Dr. F. A. Roy, one of the members, brought to the club quarters a large package, the contents of which he asked to have distributed among those present with his compliments.

When it was opened it was found to contain a supply of small whisk brooms and cases, but Dr. Roy did not wait to see the effect of his suggestive gift, which promptly led to the offer by another member of a supply of oiled rags for the use and benefit of those who still affect leather clothing.

Chicago Paints a Dream.

One of the features of the Chicago automobile meet, May 27, 29 and 30, will be a bicycle race between all of the oldtimers that can be induced to go to that city, if it comes to pass. It sounds, however, like the committee of the Chicago meet is hard up for press matter. A list of those who will be asked, however, has been made out, and includes Arthur Zimmerman, Barney Oldfield, Frank Waller, Ollie Bernhardt, Frank Rigby, Earl Kiser, John Johnson, “Eddie” Bald, “Willie” Windle, Harry Tyler, Walter Sanger, Tom Cooper, Arthur Gardiner and “War Hoss” Van Sicklen.

What Worries the Secret Service.

It is quite probable that the secret service men in Washington are thinking of motor bicycles, as they never thought of them before, and all because one day last week the President took what was erroneously announced to be his first automobile ride. The secret service man whose duty it was to shadow the President used a “push wheel,” and when he returned he admitted that he had reason to remember his ride.

Carries Motor Bicycles as Baggage.

In Germany the law requires the railroads to transport motor bicycles (but not other motorcycles) as passenger's baggage, provided only that the gasoline tanks are empty. The owner of the machines must, however, assist in putting them on and off the cars, if called on to do so.

Park Police to Use Motorcycles.

The Metropolitan Park Commissioners of Boston have decided to not only mount a number of the park policemen on motor bicycles, but to equip the machines with Jones speedometers. The Indian Motorcycle Co., of Boston, secured the order.

The Week's Patents.

789,580. Driving-Gear for Cycles. William Trainor, Kensington, near Melbourne, Victoria, Australia, assignor of two-thirds to Charles Frederic Rupert Pincott, Melbourne, Australia. Filed July 1, 1904. Serial No. 214,971.

Claim.—In a driving-gear for cycles and the like, the combination with the ordinary large front sprocket and the sprocket on the rear drive-wheel, of a clamping-yoke 4 disposed on the down-tube of the cycle above and in rear of the said front sprocket, a shaft held by the ends of the yoke, sprockets 7 and 8 secured on the shaft and respectively connected to the front sprocket and drive-wheel, the sprocket 7 being considerably less in

diameter than the sprocket 8 and strut-braces 5 engaging the terminals of the shaft 6 outside of the ends of the yoke, and the ends of the shaft of the rear wheel, said braces being disposed at an upward angle of inclination from the shaft of the rear wheel of the cycle to hold the yoke and parts carried thereby at a proper elevation and also to prevent the ends of the yoke from separating and releasing the shaft.

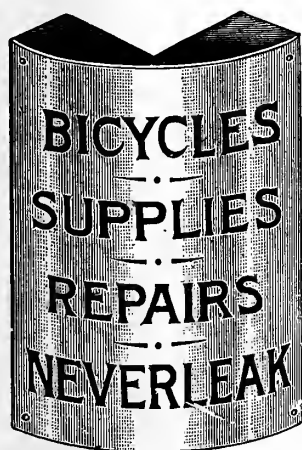
790,248. Muffler. Charles H. Blomstrom, Detroit, Mich., assignor to C. H. Blomstrom Motor Company, Detroit, Mich., a Corporation of Michigan. Filed October 8, 1904. Serial No. 227,690.

Claim.—1. In a muffler, the combination of an inclosed casing, a pipe running through

said casing adapted at one end to receive the exhaust from an engine, the other end of said pipe opening from said casing, perforations through said pipe into said casing, an outlet from said casing, and a removable closure for the end of said pipe opening from said casing.

798,986. Pneumatic-Tire Shield. Joseph Marsden, San Francisco, Cal. Filed January 6, 1905. Serial No. 239,879.

Claim.—1. A protector for pneumatic tires comprising a shoe inclosing the outer periphery of the tire, elastic connections with said shoe whereby it is maintained in contact with and follows the compressions and extensions of the tire, and rocking means between the connections and a rigid portion of the wheel.



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WANTED—Second-hand Indian Motorcycles; send full particulars. 1905 Indians for immediate delivery; also full line of Indian and Thor parts, supplies, etc. Try our Indian Blue air dried enamel to touch up old Indians. **F. WIDMAYER**, 2312 Broadway, New York.

INDIAN Motorcycles, grip controls, compensating sprockets, \$125, \$140, \$150; 1904 Rambler, new, spring fork, \$175; Mitchell, 4 h. p., \$90. Batteries and parts for Indian, Rambler, Warwick Motorcycles. We make a specialty of rebushing engines and reboring cylinders. **F. A. BAKER & CO.**

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The Week's Patent.

790,063. Double Bicycle for Looping the Loop. Karl Lange, Berlin, Germany. Filed March 24, 1904. Serial No. 199,670.

Claim.—1. A cycle for looping a mutilated loop consisting of a frame having two wheels mounted on the lower part and two wheels mounted above the head of the rider, a saddle on the lower frame and a cushion on the upper frame to brace the rider, substantially as described.

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Vol. LI.
No. 10.

New York, N. Y., Saturday, June 3, 1905.

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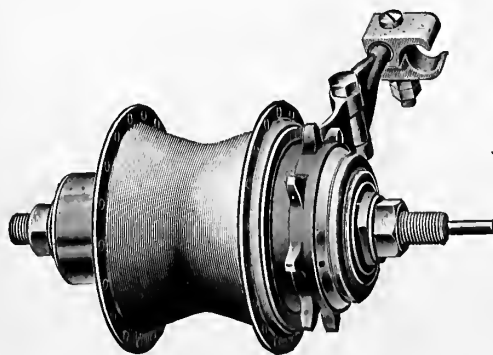
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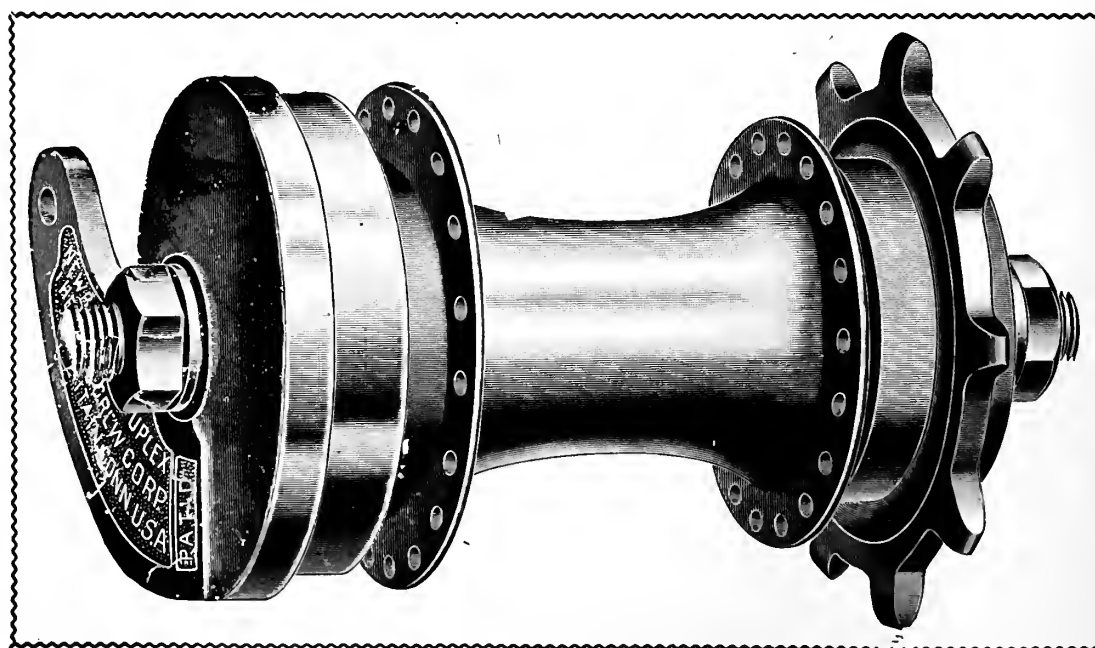
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CORBIN SCREW CORPORATION, New Britain, Conn.

The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LI

New York, U. S. A., Saturday, June 3, 1905

No. 10

BIG PLANS FOR BIG TIME

Makers Preparing to Entertain Jobbers who Come to New York Next Month.

There's a good time in store for all those jobbers and others—and their families—who are in New York on the occasion of the annual meeting of the National Cycle Trade Association, which begins July 25 next.

The "good time" was planned at a meeting of the makers of bicycles and accessories having offices, stores or other establishments in New York, which was held in the offices of the Corbin Screw Corporation on Thursday, 1st inst. The result was the appointment of an entertainment committee of eighteen, with W. J. Surre, of the Corbin Co., as chairman, and A. M. Scheffey as secretary. A sub-committee was then selected, and to it was intrusted the duty of mapping out the details of the "good time."

The idea is to do things on a large scale, and to extend the hospitalities of the occasion to not merely members of the jobbers' association, but to all jobbers without distinction and to their families as well.

It is probable that the "time" will comprise a dinner at aristocratic Sherry's, an evening at the Hippodrome, and the following day a run in automobiles to Coney Island, with all that that implies. This, at any rate, is one of the programmes that has been outlined and will supply an idea of the scale on which the entertainment will be provided.

Why Persons Looked Pleased.

Charles A. Persons, president of the Persons Mfg. Co., was in New York this week and brought with him a face-wide smile. The increased demand has caused such a call for Persons saddles that the plant at Worcester is rushed as it never was before to answer it. The orders are of such volume that Persons states it will keep them busy until July—an unprecedented state of affairs.

Lack of Material Affects Bicycle Trade.

The at least partial recovery of the trade has brought with it a few uncommonly bitter pills. With orders in hand, several manufacturers in the trade have been held up by the pressing conditions of the steel and allied industries. One maker has been waiting

for shaft steel for weeks; another who uses a large number of steel rims has been beseeching his rim makers to make good, while a third has been keeping the wires hot to the plant that supplies certain screws. Each invocation results in the receipt of a small shipment of each article and a fine, large promise. And meanwhile the express companies are profiting.

Cole Feels the Prod.

As the result of the vigorous legal prod in the form of an injunction obtained by the G. W. Cole Co., makers of the famous 3-in-One oil, George W. Cole and his associates in the Cole Many-Use Oil Co. have decided that discretion is the better part of valor and some other things and dropped the name Cole from their title as if it were a hot brick. Following the decision, Cole and his associates, W. A. and G. A. Graham, have reincorporated under the laws of New York as the Many-Use Oil Co., with capital stock of \$20,000.

Old St. Louis Firm Dissolved.

Morgan & Harding, the St. Louis dealers, who, having made a success with bicycles, tried to make them dovetail with automobiles, have been swamped by the added weight. They will not recover from their embarrassment, as first reported, being now engaged in disposing of their stock on hand preparatory to shutting up shop and dissolving.

William Morgan, one member of the firm, is to become a salesman in Kansas City; E. L. Morgan will set up in the bicycle business on his own account, while Bert Harding has found a job as chauffeur.

The Retail Record.

Lawrence, Mass.—Higgins Bicycle Co., sold out to Berry Bros.

Plymouth, Mass.—Charles Hayden; new store on Water street.

Rochester, N. Y.—Frank H. Smith filed petition in voluntary bankruptcy. Liabilities, \$3,170.73; assets, \$1,207.28.

Germany's Big Gain in Exports.

For the month of February Germany's export of cycles and cycle stuff totalled 880 tons. During the same month of 1904 but 682 tons were shipped outside its borders.

UNAFFECTED BY MERGER

Management of Fire Plants Included in the Consolidation to Remain Unchanged.

The merger of the Rubber Goods and the United States Rubber Co. will in no way affect the conduct or management of the several tire plants that are affected by the consolidation. Assurances to this effect are contained in a letter from President Dale, of the Rubber Goods Co., addressed to E. J. Coughlin, general supervisor of factories. In it Mr. Dale states explicitly that the merger "will in no way affect the management" of the various companies, "or any individual in them, other than to give them greater opportunities." The general management will be continued under Mr. Dale's administration as in the past.

Santo Domingo's Preposterous Tax.

Ownership of a bicycle in Santo Domingo comes high. In addition to the import duty, that picayune 2 by 4 country is now levying what is termed a "consumption tax" of 50 pesos (\$49) on all bicycles that reach its shores, the number of which is, however, insignificant.

English Makers Advance Prices.

The Swift Cycle Co., of Coventry, have given the British trade something to talk about by advancing the price of their £7 15s. model to 8 guineas. There are those, however, who seem to think that the increase will prove more apparent than real.

Trying Sewing Machine Methods.

From England comes the well authenticated story that a particular brand of bicycle is being sold on the "sewing machine plan"—that is to say, house-to-house canvassers are employed, "easy payments" being their chief bait.

English Exports Gain in April.

Although its imports show an increase for the month of £3,625, the health of England's export trade is in nowise affected. For the month of April there were exported bicycles to the value of £71,180, as against £61,127 during April, 1904.

SPARK COIL DREAMS

Imaginary Enterprises Floated on Inductive Electrical Waves—Things They Suggest.

"I wonder how many motorecyclists know that one of the most important adjuncts to their machine is also of a 'muchness' in sending wireless telegrams. The factor I have in mind is the spark coil," recently remarked one motor bicycle owner to a fellow enthusiast. "It has put into my head a scheme of organizing a travelling telegraphic system, working it something on these lines:

"I would build about fifty motor bicycles, of somewhat special design, so that I can equip them with a large induction coil, and then lay out a circular route from the Atlantic to the Pacific Oceans, swinging 'round by the north and back by the south, taking in all the principal towns en route. Messages will be taken by any one of the riders at any part of their travels and forwarded either way by the shortest relays. The messengers will always go in one direction; that is, every rider will make the entire circuit and keep it up, something like a six-day race, only it will be a continuous performance, from year's end to year's end. You see, it will be more or less a pleasure tour for those employed, and I figure that I can get them for small salaries."

"That reminds me that I have a scheme of my own," said the second man. "Mine relates to the spark coil, but with this difference: I intend to do away with the coil altogether. How? Well, if you are so well up on inductive electrical waves, you, no doubt, know of Professor Pupins' method of long distance telephoning. He has sold the patents in this country and in Europe for half a million dollars in each case.

"His method consists of inserting into telephonic conductors small coils of copper wire wound over a core of fine iron wire. The construction of these coils is particularly simple, but it is carried out in accordance with definite mathematical laws. Their distance apart is also established in relation to much the same mathematical laws.

"Reduced to my purpose, these are nothing more than small induction, or, as we call them, spark coils. If you have ever worked over the design of a motor bicycle, you know that one of the things which is awkward to place is the coil. When I say awkward, I mean from the standpoint of esthetical lines. You can hide your battery and other parts, but if you know anything about the 'field' needs of a coil, you know that it ought not be enclosed in a metallic case. Those who are thoroughly versed understand this and hang the coil in some place on the bicycle. That hanging on is just the thing that annoys me. I may be hypercritical, but it always reminds me of a sore thumb; it looks to me as if everything else had been finished, and then at the last moment it was remembered that a coil had to be used, so it was put on as best may be.

"Understand me, I know that to get the best efficiency out of the coil, this must be done: to enclose in any metal case reduces its hot sparking capacities. There ought to be at least four inches of air space all round the coil if you want it to do its work in good shape.

"However, all that is only preliminary to my scheme. To get rid of the 'hung on' effect, I have been thinking of this very scheme that the professor has patented and sold for telephonic purposes, only I would use it to do away with the bulk of the coil and use what is generally known as the secondary wire to work out my method.

"This wire I would have somewhat longer than is now used, and every little way wind around it the small copper wire. Of course, this is only a general idea, the details of the primary and secondary windings being matters that will have to be worked out when I actually get at the thing. This same matter of detail also applies to the condenser, but I don't think the idea, as a whole, is so much of a dream as it might seem.

How to Remove Enamel.

A strong solution of silicate of soda, maintained at very nearly boiling point, is recommended by one who has tried it as an efficacious means of removing enamel from a frame. The solution should be kept hot in a long narrow tank, deep enough to take the frame. The tank can be kept hot by means of a bunsen gas burner underneath. The frame should have the ends of all tubes stopped by means of corks, and the blow holes in the tubes should be also stopped up with small wooden pegs, so as to prevent, as far as possible, the soda getting into the inside of the tubes. The frame should be kept in the solution until the enamel becomes soft, when it should be taken out and cleansed with water, and the enamel removed with a stick. It is inadvisable to allow the soda on the hands or on the clothing, so care should be taken in handling it.

REACTION IN EXPORTS

April Shrinkage Relieved by Important Gains—Where the Bright Spots Are.

Although the totals show a shrinkage of \$14,000, the export statistics for April exhibit still some marked reaction, important gains being apparent in some instances, while in others losses have been made up. One of these in particular is that of Great Britain, which shows an increase of almost 40 per cent, or from \$24,439 in 1904 to \$32,579 in the present year. While Germany, France and Belgium remain in about the same relative position, other Europe shows a gain of over \$16,000, or from \$19,386 to \$35,754, and British North America, which has of late years proved an unprofitable field for the American bicycle, also shows a substantial increase of nearly 100 per cent.

The Orient, though its present total is but a shadow of its former self, does not exhibit such a discouraging shrinkage as in former months. Japan, despite the war, still imports the comparatively respectable total of \$35,096, as against \$45,201 for last year, other figures in the Far East having lapsed into relative insignificance. In South America Argentina is again looking up, its purchases reaching \$4,062, as against but \$506 in April of last year.

Cuba and Mexico, our nearest neighbors, both held their own for the month. For the ten months ending with April, Cuba shows an interesting as well as encouraging increase, in that the figures, which doubled during that period in 1904, nearly doubled again this year. Mexico recovered from a very slight falling off, and made a gain of more than 7 per cent.

A summary of the figures for April, 1904 and 1905, and for the period of the ten months then ending, is as follows:

	April 1904. Values.	1905. Values.	—Ten months ending April—		
			1903. Values.	1904. Values.	1905. Values.
Exported to—					
United Kingdom	\$24,439	\$32,579	\$216,843	\$211,402	\$174,737
Belgium	6,682	5,324	30,746	43,533	29,811
France	12,195	10,122	120,742	63,205	35,870
Germany	39,685	11,155	94,836	108,831	47,029
Italy	6,277	1,739	38,097	48,306	17,701
Netherlands	7,787	2,988	60,930	106,067	35,186
Other Europe	19,386	35,754	157,003	153,779	132,443
British North America	15,328	28,981	138,865	90,552	99,465
Central American States and British					
Honduras	389	310	2,557	2,760	3,781
Mexico	5,669	5,736	37,758	37,417	40,173
Cuba	2,432	2,435	7,887	15,151	29,548
Other West Indies and Bermuda	2,373	1,857	31,351	26,364	25,132
Argentina	506	4,062	10,179	10,589	15,584
Brazil	535	666	6,275	10,503	9,169
Colombia	145	30	743	1,398	3,345
Venezuela .....	.....	.....	194	.....	326
Other South America	1,618	1,224	15,820	14,450	11,092
Chinese Empire	622	322	18,411	12,008	10,892
British East Indies	1,005	2,775	34,056	19,683	9,035
Hong Kong .....	.....	.....	2,503	8,073	2,730
Japan	45,201	35,096	368,380	360,434	203,620
British Australasia	11,031	7,097	198,775	257,936	115,048
Philippine Islands	823	460	13,708	20,448	7,195
Other Asia and Oceania	1,688	1,321	27,531	18,339	17,302
British Africa	121	.....	88,578	10,856	1,910
All other Africa	685	35	7,901	6,786	3,037
Other countries .....	.....	.....	30	.....	50
Total	\$206,622	\$192,068	\$1,730,699	\$1,659,461	\$1,081,211

TWO STIRRING STRUGGLES

Rare Fights for First Place and for Fine Prize in Chicago Road Race.

Three thousand people saw John A. Clark, practically an unknown rider, so far as previous performances are concerned, sprint over the tape first at the finish of the twenty-five mile road race over the Chicago-Evanston course on Decoration Day, 30th ult. Hereafter Clark will not be compelled to push a pedal machine if he does not care to, as by shoving his nose over the tape first last Tuesday, May 30, he won the Rambler motorcycle which headed the long string of place prizes.

This was the third annual event to be promoted by the Century Road Club Association, and it proved the greatest of all. Conditions for a successful race were perfect, with one exception. On the way out to Evanston the riders encountered a stiff head wind, one that, comparatively speaking, pulled the heart out of many. There were eighty starters and thirty-three of them finished in a little more than an hour and a quarter.

Promptly at 10 o'clock the limit men, who had a handicap of eleven minutes, were started off on their long grind and they were quickly followed by the other divisions. J. A. Clark, Fred Ulrich, August Samlow and Joseph Mesigal were with the nine minute men, and these riders soon overhauled the front bunch and took the initiative. After that they kept well together and when the last mile was entered the sprint for the tape and the motorcycle began. Ulrich and Samlow were leading at the last three-quarters, and then Clark got in the running.

Ulrich and Clark took the dash for the tape and for several hundred yards they kept neck and neck. The spectators began shouting "A tie! A tie!" and it certainly looked that way. Just as the men caught a glimpse of the narrow white ribbon stretched across the road every muscle in Clark's sinewy legs stood out like whipcords as he exerted every ounce of his remaining energy for one last supreme effort. The result was apparent, for the front wheel of Clark's machine shot past his opponent's, and he flashed over the tape a winner by only one second. His time was 1:11:50.

The fight between the scratch men for time honors was the closest that has been witnessed in Chicago for years past. In the dash for the tape Emil Blum, H. Hultgren and F. Schlewit were on even terms. Then came the supreme test when Blum proved himself the better sprinter and reached the mark just two-fifths of a second ahead of Hultgren. Schlewit was hanging on behind Hultgren like grim death. Blum's time for the course was 1:06:38, only 38 seconds slower than the record set by his brother, Farrer Blum, in 1902, under much more favorable conditions. Considering the ele-

ments, Blum's time performance was a phenomenal one and the rider was enthusiastically cheered when the time was announced. Summary:

Pos.	Name.	H'dicap.	Net Time.
		m. s.	h. m. s.
1—	John A. Clark.....	9:00	1:11:50
2—	Fred Ulrich	9:00	1:11:51
3—	A. J. McQuist.....	7:00	1:11:10
4—	August Samlow	9:00	1:12:50
5—	Joseph Mesigal	9:00	1:12:51
6—	John Lynch	11:00	1:15:20
7—	J. E. Spieglehauser..	3:00	1:07:21
8—	Fred Thomson	8:00	1:12:33
9—	Harry Thomson	8:00	1:12:41
10—	Joseph Harsh	9:00	1:13:45
11—	Erwin Miller	5:00	1:10:00
12—	John McCall	5:00	1:10:30
13—	S. Olson	4:00	1:10:02
14—	Charles Stasch	3:00	1:09:03
15—	J. Shutt	3:00	1:09:07
16—	Earl A. Marlow.....	4:00	1:10:09
17—	Arthur F. Sugg.....	6:00	1:12:10
18—	Edward Miller	1:00	1:07:12
19—	Carl O. Koeppe	2:00	1:08:29
20—	George Raynor	2:00	1:08:37
21—	Emil Blum	Scratch.	1:06:38
22—	H. Hultgren	Scratch.	1:06:38 2-5
23—	F. Schlewit	Scratch.	1:06:39
24—	John Mueller	7:00	1:14:00
25—	John Gumberger	6:00	1:14:21
26—	Joseph Dietz	2:00	1:11:50
27—	John Schumacher	4:00	1:13:54
28—	Erwin Siegel	Scratch.	1:10:49
29—	George Bartel	6:00	1:17:30
30—	W. Lee	8:00	1:19:18
31—	Victor Cousalick	4:00	1:18:37
32—	Charles F. Olnell	4:00	1:14:20

Time prize winners—Emil Blum (scratch), 1:06:38; H. Hultgren (scratch), 1:06:38 2-5; F. Schlewit (scratch), 1:06:39; Edward Miller (5 minutes), 1:07:12; J. F. Spieglehauser (3), 1:07:21.

For the Climb to the Clouds.

Two events for motorcycles have been included in the annual "Climb to the Clouds"—that is, the contest on Mount Washington, N. H., which this year will extend over July 10-20. The motorcycle events will occur, the one for 110-pound machines not exceeding 2 horsepower, on July 12; the other, for machines of any weight not exceeding 5 horsepower, on the 13th. Both have been sanctioned by the F. A. M. The entry fee is \$2.50 for each event. W. J. Morgan, 116 Nassau street, New York, is managing the climb and receiving the entries.

Porter Fastest Up Pittsburg Hill.

W. Porter (Indian) won the hill climbing contest of the Pittsburg (Pa.) Motorcycle Club on May 30, in 38 seconds. A. Schmidt (Indian) was second, E. Eisenberg (Aster), third, and J. M. Sharp (S. & J.), fourth. Their times were, respectively, 42, 44 and 46 seconds. The hill was one-third mile long and the grade "about" 15 per cent.

Nothing Half-way About Hartford.

The Hartford (Conn.) Motorcycle Club has thrown itself in no uncertain way into the Federation of American Motorcyclists. After weeding out the delinquents and "dead wood," the club paid the F. A. M. membership of all active members and adopted a by-law requiring all new members to join the national body within thirty days.

READY FOR LONG RIDE

Intending Cross-Continent Record Breakers Pick Route and Arrange for Checking.

Harry Early and Emil Leuly, the two New Jersey officials of the Century Road Club of America, who are bent on setting up a new cross-continent record, now have their route and plans well settled, and, as Early expressed it on Monday, they will reach San Francisco "unless we die on the way."

They will leave the New York City Hall at 7 o'clock on the morning of Sunday, June 11, and instead of following the usual Hudson River route to Albany, Syracuse and Rochester, they will immediately cross on the ferry to Jersey City and strike across New Jersey via Paterson, Delaware Water Gap, etc., to Scranton, Pa., and reach Buffalo via Elmira, N. Y., their route from the latter point being as follows:

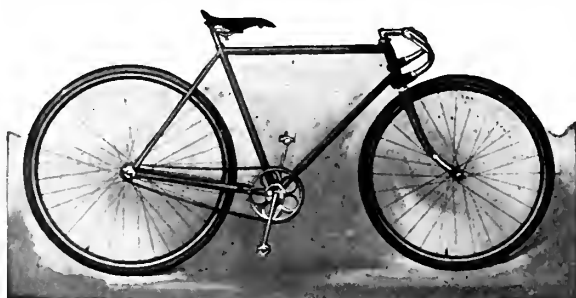
Pennsylvania—Erie; Ohio—Cleveland, Elyria, Toledo; Indiana—Elkhart, South Bend, La Porte, Goshen; Illinois—Chicago, Geneva, Dixon; Iowa—Davenport, Clinton, Cedar Rapids, Tama, Marshalltown, Ames, Carroll; Nebraska—Omaha, Fremont, Columbus, Central City, North Platte; Colorado—Julesburg; Wyoming—Sidney, Cheyenne, Laramie, Rawlins, Green River, Granger, Evanston; Utah—Echo, Ogden; Nevada—Reno; California—Sacramento, Oakland, Frisco City Hall.

The men expect to average better than 100 miles per day, and as both are hardy and seasoned riders, they are well able to perform the task. Early, who is 37 years of age and weighs 148 pounds, is a railroad man, and has been a cyclist for nearly twenty years. Leuly—a florist—has not been riding for half as many years; he is 50 years old and tips the scales at 190 pounds, but does not look either his years or his avoirdupois. He will ride a Pierce bicycle, while Early will bestride a Yale.

They expect to reach San Francisco in about thirty-three days, which is the automobile record, and five days better than the best authenticated performance by cyclists of which record can be found. The C. R. C. A. men, however, are going about the matter in the right way, and their record, whatever it may be, will be the first that ever has been properly verified. They will carry C. R. C. A. official checking sheets, which will be witnessed every twenty or twenty-five miles.

Michigan Tourists Reach New York.

C. M. Darling and C. C. Murphey, the two Jackson, Michigan, lads, who left that city May 2, 1904, to make a tour of the United States on bicycles, arrived in New York this week. Thus far they have covered 10,902 miles, and been in thirty-six States, four Territories and the District of Columbia. They state that they are about two months ahead and expect to reach home about August 24, although, according to the terms of the wager, through which the trip was started, they have until November 2, 1905, to finish the long jaunt.



National, Model 80 Special

The weather for the last four months has not been good for racing, but on the other side of the world they are doing good work on the Nationals. The last of January at one meet in New Zealand, two National riders scored four firsts, three seconds, three thirds and six fourths, and at the Timaru Sports, another National rider won all races on the program. They have found out that Nationals are winners, and send 15,000 miles to get them.

In thirty days the sport will begin in the U. S. The Model 80 special National is the winner. Show a sample and it will sell.

NATIONAL CYCLE MFG. CO , Bay City, Mich., U. S. A.

FISK TIRES

are more popular and better to-day than ever before. There are no bicycle or motor cycle tires "just as good," although every maker has tried to approach the Fisk Quality.

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**THEY NEVER DISAPPOINT.
THEY NEVER FAIL.**

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NEW YORK, JUNE 3, 1905.

Abundant Signs of Life.

If the amount of that element in sport which we call "life" is measured by the number of contests of its particular nature, and by the number of those participating in them, there is more life left in cycle racing than in all forms of sport save one, and that one baseball, the national game, and, perchance, golf.

That distressing odium that comes of comparison is the most damaging influence with which the cycling interests have to deal. From every standpoint they are now viewed in the light of the irrational and miserable "craze." The bicycle was then so enormously large that nowadays it seems abnormally small, when, indeed, it is sanely proportioned.

The oft repeated cry, "There's no life left in the sport," is repeated and even believed by not a few of those who should know better. They think only of the days when every crossroads village and town went daft, and either boasted a cycle track or a cycling champion. But the sport is not "dead," or near it. The activity—the number of cycling contests and contestants on Decoration Day is ample refutation of that old calumny. Certainly baseball was more extensively engaged in,

and, as suggested, possibly golf also; but in respect of evidence of real "life," no other sport or sports compared with cycling. Every part of the country bore witness to the truth of the assertion.

And it is not strange that this should be the case. If men love contests of speed for the excitement, for the "action," for the close, stirring finishes they afford, where can they find them in such measure as in cycling racing? Think you yourself of the subject and seek for an answer. There is no sport that compares with it. Running, rowing, sailing, swimming—all, all are tame, indeed, while automobile racing, now looming so large, is a parody on sport. In all of these the close, exciting finish is the exception and not the rule. In cycling it is the rule.

If the increasing cycling interest so observable this year does not bring with it gradual recognition of the fact and tend to renew public interest in cycle racing it will appear odd indeed.

Lesson of a Failure.

How very typical of the times is the downfall of the old St. Louis bicycle concern whose breaking up is recorded in another column of this issue, and what an instructive moral it affords! There was a bicycle business which had been progressing and growing for years. And, strangely enough, this year proved to be the most profitable in all the last five years.

Attracted by glowing tales of the increasing popularity of the automobile, they took on automobiles. The doing so seemed like finding money—a short cut to riches. With insufficient capital, they threw themselves into the field, without experience, and with no other backing than that which could be realized on the old line. The result was ignominious failure, and the swallowing up of the staple line followed.

And of the members of the firm, one is to become an automobile salesman in a distant city; another will begin all over in the bicycle trade, and the third must perforce accept the position of chauffeur which has been offered him.

Were one to look into the cause of the thing there could be but one apparent explanation, and that is the new line was not properly secured; that ambition had overstepped itself, and that the fault lay in the wisdom of entering upon the campaign without being properly safeguarded.

The cost of the cars being so much greater than that of the bicycles, each sale meant the handling of a greater amount of money,

and even owing to a possibility of less voluminous sales, the reserve should have been greater in order to cope with a possible demand. Yes, it was a clear case of ambition overstepping itself—a bad error. Without a fat bank account or an "angel" the man who ventures into automobiles is more than apt to burn his fingers.

Many other men are tending to do the same thing; it may be that they will succeed for a time if circumstances favor them for a long period. But all the time they are living on the edge of a volcano, and a single misstep may drive them to the vortex of mishap.

For a well established firm to branch out into a new line at any time is a venture fraught with uncertainty. But when the investment is so proportioned that a failure would involve the old line as well as the new, and escape from ruin must be due to circumstances in the surroundings which militate against the inevitable.

This is a part of the common law of business, and its application is widely recognized. Why should it be violated?

Say what you will, the mail order man is a cute individual, and knows how to appeal to human nature. One of them, selling a \$65 bicycle, gives "absolutely free" a "high pressure (sic) foot pump" (price about 15 cents) to all purchasers who pay cash in advance, and "as the cups and cones are the vital points," they also are "furnished free when required and no questions asked." Such bait is tempting and much more profitable than discounts for cash.

One of the most encouraging signs of the year, observable even in New York, is the number of gentlewomen and of the rising generation who are riding bicycles. "Young America" especially is unusually well represented, and if there is one boy prouder than another it is the lad whose bicycle is equipped with a coaster brake. After several false alarms there seems to be real substance in the renewal of cycling interest.

So far as automobilists are concerned, Nemesis is rapidly assuming the form of a man in blue clothes with brass buttons and mounted on a motor bicycle. At this moment it seems that the Police Department that is not considering the mounting of patrolmen on the power propelled two-wheeler is the exception. In these instances necessity is compelling its recognition.

"FUNNY WORK" AT VAILSBURG

Results in Withholding of Purses Pending Investigation—Amateurs Share Honors.

Close finishes formed a feature of the second meet at the Vailsburg board track, in Newark, on Decoration Day, May 30. About the time for the races to start the wind suddenly shifted from northwest to northeast, and the many spectators who had contented themselves with bleacher seats made a hurried run for the box office and exchanged them for ones under cover.

Manager Fred Voigt looked real worried when the clouds threatened rain. He has had enough trouble with the board track this season, and he seemed to think that the crowd would protest if he had to give them rain checks for the next meet, which is scheduled for July 4. But Jupiter Pluvius was considerate and delayed the rain. The events were run off without a hitch, and Mr. Voigt and the large crowd of spectators were mutually happy.

One of the best events of the afternoon was the two-mile professional race, in which John Bedell, of Lynbrook, Long Island, beat out E. F. Root, the Boston sprinter and winner of the last six day race, at the tape. Root got the jump first rounding into the homestretch, and led until almost on the tape, when Bedell, with a burst of speed, shoved his front wheel over first by about two inches. George Glasson, of Newark, set the pace most of the way, and took all the lap prizes with the single exception of one. This was taken by Arthur Mitchell, the speedy young rider from New Orleans. This was Mitchell's initial appearance on the board track, and he made a favorable impression. His riding last Tuesday gave every indication that he has speed to spare, and with steady training ought to take rank with the best professionals in the country.

John Bedell also finished first in the half-mile handicap. Joseph Fogler led at the bell, with Bedell close behind. Dorlon crossed second and Root third. After the race the management of the track held up the riders' money in the professional events. The action was taken under a decision of the referee, on the charge of team work. It was announced that the subject would be brought to the attention of the National Cycling Association officials for settlement. The four riders affected are John Bedell, Oliver Dorlon, Joe Fogler and E. F. Root. Under the rules only two riders can combine in team work, and it is said the riders had been warned once before this season against the practice. In the half-mile handicap Dorlon sprinted to the front and deliberately flagged the bunch, while Fogler dropped back and paced Bedell and Root until they caught up. There was no immediate action taken, but when the riders went to the box office for their money they were told the purses would be held subject to a ruling by the N. C. A.

Easily the closest and most exciting race on the card was the five-mile amateur open. Edward Rupprecht and Charles Franks, the team of the Bay View Wheelmen, of Newark, were the only riders to start from scratch. Notwithstanding the fact that in the morning they had ridden in the Irvington-Millburn road race, the two back markers slowly but surely pulled the handicap men down, and in the fifteenth lap were at the head of the long string which circled half way around the saucer.

Henry Vanden Dries, the speedy member of the Tiger Wheelmen, of New York City, was a newcomer, and was very generously given the limit, 350 yards. Vanden Dries nearly gave the oldtimers a mild case of heart disease at the start by working to the front and setting the bunch a hot pace that caused many to fall by the wayside. Charles A. Sherwood, of New York, is another rider who will bear watching. He started with the 100-yard bunch, and when Rupprecht and Frank began their finesse tactics to get into the lead Sherwood concluded to benefit thereby, and he tacked on behind. When the sprint for the tape began Sherwood was there, and when Rupprecht, Franks and he flashed over the tape it was difficult to pick the winner. Franks was given the decision and Sherwood second. Frank W. Eiffler won the lap prize with four to his credit. Time, 11:59.

In the final heat of the one-mile amateur Teddy Billington crossed the tape first, with Sherwood a close second. Rupprecht rode across third. Time, 2:53 4-5.

John Grady, of Newark, was graduated from the novice class and rode the half mile in 1:13 2-5. He also scored first in his heat. Summaries:

Half-mile novice, first heat—J. Cobb, first; Frank Gruber, second; J. Robinson, third. Time, 1:14 3-5. Second heat—George Hanson, first; Alfred Judge, second; A. Pauli, third. Time, 1:17. Third heat—John Grady, first; W. Williams, second; D. J. McIntyre, third. Time, 1:14 3-5. Final heat—John Grady, first; George Hanson, second; W. Williams, third. Time, 1:13 2-5.

One mile amateur, open; first heat—Russell Powelson, first; J. J. Hickey, Jr., second. Time, 2:33. Second heat—Edward Rupprecht, first; C. A. Sherwood, second. Time, 2:29 4-5. Third heat—Teddy Billington, first; H. M. Kuehne, second. Time, 2:40. Fourth heat—Michael Ferrari, first; Albert Triebel, second. Time, 2:32 1-5. Final heat—Teddy Billington, first; C. A. Sherwood, second; Edward Rupprecht, third; H. M. Kuehne, fourth. Time, 2:53 4-5.

Five-mile amateur, open—Charles Franks (scratch), first; C. A. Sherwood (100 yards), second; Edward Rupprecht (scratch), third; Jacob Magin (100 yards), fourth. Time, 11:59. Lap prize winners—Frank Eiffler (4) and Henry Vanden Dries (3).

Half-mile professional, handicap; first heat—Oliver Dorlon (25 yards), first; George Glasson (45 yards), second; J. Frank Galvin (50 yards), third; John Bedell (10 yards), fourth. Time, 0:58 2-5. Second heat—Charles

Schlee (55 yards), first; Al Guery (65 yards), second; E. F. Root (scratch), third; Joseph Fogler (20 yards), fourth. Time, 1:13 1-5. Final heat—Bedell, first; Dorlon, second; Root, third; Glasson, fourth. Time, 1:00 2-5.

Two-mile professional, open—John Bedell, first; E. F. Root, second; Joseph Fogler, third; Oliver Dorlon, fourth. Time, 4:41 3-5. Lap prize winners—George Glasson (6), and Arthur Mitchell (1).

Immense Crowd at Muskegon.

Upward of ten thousand people witnessed the race meet of the Muskegon Motorcycle Club on the horse track in that Michigan city on May 30. The sport itself was full of excitement, and "took" so well that another meet was promptly announced for Labor Day. Paul Stamsen, of Muskegon, on a two cylinder Indian, and Harry Zerbel, of Milwaukee, Wis., were the particular stars, the former winning the five-mile open by four lengths, and Zerbel beating ten competitors in what was styled the "special Federation Championship," whatever that may be. Summary:

Five-mile open—Paul Stamsen, first; H. Zerbel, second; Seramur, Toledo, third. Time, 6:47.

Two-mile handicap—Persey Anderson, Muskegon (50 yards), first; P. Stamsen, second. Time, 2:48.

One-mile special championship—Zerbel, first; Anderson second; Seramur, third. Time, 1:26.

Five-mile special—Zerbel, first; Seramur, second; Chubb, Toledo, third. Time, 7:59.

Rain Foils the Pothunters.

On Decoration Day there was quite a gathering at Millville, N. J., of racing men of note whose scent for "easy things" is keen and absorbing. There was a race meet there, but little had been heard of it. Pot-hunters were wise, however, and, keeping clear of the Irvington-Millburn race, were at Millville in force. But they had reckoned without Jupiter Pluvius. The sight of such men as Oscar Goerke, of Brooklyn, and Fred Ernst, of Rochester, sneaking to such an out of the way place probably riled him, and he accordingly pulled the bung out of his reservoir. The downpour was so heavy that only two races were run, the mile novice, which was won by H. Mitchell, Vineland, N. J., in 2:44, and the mile open, which fell to Goerke.

Motorcyclist Morrison Wins Twice.

Melvin Morrison (3 horsepower Orient) won two of the three closed races run on May 30 by the Chicago Motorcycle Club on the public Garfield Park track. Both were of ten miles. He finished the first in 14:31 4-5 after a short battle with George Gardner (Orient). Other starters were Charles Van Sickle (Indian), and C. H. Hall (Orient). In the other race Morrison won easily in 15:33. The odd race, five miles, for 110 pound machines, had but two starters, Charles Van Sickle (Indian) and C. J. L. Frisehkom (Merkle), but it proved a rare struggle. The men seasawed from start to finish. Van Sickle finally winning by a length in 5:11.

DARK HORSE WINS DERBY

**Unknown German Lad Victor in the Classic
Irvington-Millburn—Bigger Crowd and
Greater Enthusiasm Than Ever.**

Judging by the good old classic Irvington-Millburn road race on Decoration Day, 30th ult., the statement that there is a renewal of interest in cycling is more than justified. There were more entries, more starters, more spectators and more enthusiasm than for many years past. What was more remarkable and more gratifying to note was that most of the throng rode to the course on bicycles. All the old-timers, of course, were there; they constitute that class of the fraternity whose interest in cycling and everything pertaining thereto, never has nor is likely to wane, no matter what exigencies raise.

Pressed close to the guard rope near the tape stood a kindly-faced old lady with her little Methodist bonnet tied securely under her firm chin. Time had left its seams on her face, but her gray eyes kindled with enthusiasm and her face was wreathed in smiles every time a bunch of riders with heads bent over handlebars and plugging away as if their very salvation depended on how fast they worked their nether extremities, flashed by the place she was standing, and the enthusiastic old lady vigorously waved the umbrella she carried as though by her exertions she could make them sprint faster. She stood out like a brilliant jewel against the dark forest background, and her exuberance was spontaneity in itself. All who passed her way paused and gazed at her radiance.

"Lawdy, honey," she replied to a query of the *Bicycling World* man, "I have seen every single one of these races, and I wouldn't have missed this seventeenth one for a whole parcel of Hackensack meadowland." And the latter part of her quaint remark aptly expressed the inward feelings of the entire ensemble.

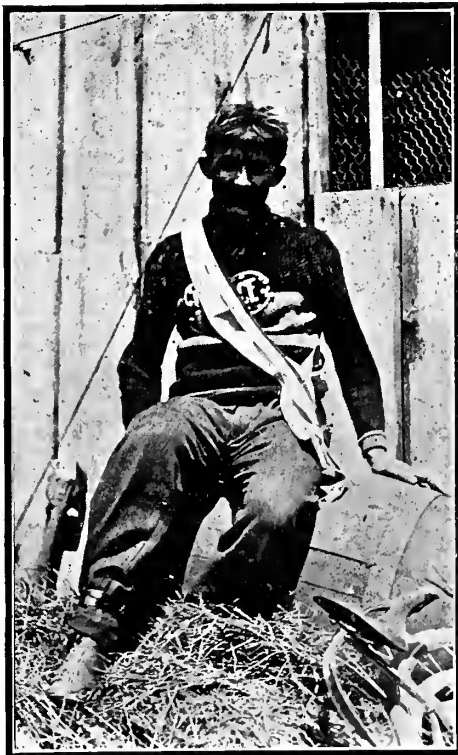
Of course, all the sandwich, frankfurter, pot cheese and soft drink vendors were on hand early, and "Mrs. Wagner's home-made pie" wagons had taken good positions around the starting point an hour or more before the race actually started. No road race would seem complete without this class of barkers.

Usually staid business men, who would not demean themselves by any such cosmopolitan and circus-like actions any time except on Irvington-Millburn day could be observed biting generous chunks out of stomach blankets and washing them down with long "swigs" of root beer or other colored concoctions, right out of the bottle. Occasionally they would pause in the midst of their basty luncheon, and with a mouth "chuck-full" of pie or "hot dog," endeavor to cheer an oncoming group of riders.

But what did these usually sedate men

care for appearances? Not a fig! For the Irvington-Millburn only comes once a year.

As a whole, the race was entirely satisfactory, and everything combined to make things go off smoothly. Bright sunshine, excellent hard, smooth macadam road and good transportation facilities brought out the biggest crowd that has made the journey to Hilton woods, the starting point, for many years. The Bay View Wheelmen, that energetic organization claiming Newark for its home, managed the event. The riders were a trifle tardy in starting off, and it was not until 11:39 that eighteen of the six-minute men were shoved over the tape for their long grind.



WILLIAM HOFSESS.

In keeping with the historic traditions, a practically unknown rider sprinted over the tape a winner. He was William Hofsess, of Roselle, N. J., a German lad who makes his living by packing spare parts at the Singer Sewing Machine factory at Elizabeth. Nothing had ever been heard of him before last Tuesday, but now his name will be engraved with other great riders in the annals of amateur cycling.

What experience he had previous to the great road race he gained in plugging over the roads in Union County, in New Jersey, after his weary, tedious days' work was finished, but he showed the true calibre of his make-up by riding a plucky race in the face of conditions that would have taken the heart out of many a seasoned rider.

Hofsess ran into difficulties at the start and was laid out flat on the road fifty feet from where he was pushed off. In some manner his chain slipped off, and before he had it readjusted the five-and-a-half-minute bunch in which he was riding had gained a big lead. Pluckily remounting, Hofsess soon

overhauled the group with which he started, and at ten miles he had pushed forward to the limit riders.

With a burst of speed totally unexpected, the German lad forged to the front and sprinted over the ribbon with five feet to spare. Hofsess has not quite reached his majority yet.

It was apparently a day for the younger riders, as Courtney Peer, of Springfield, the second rider, across the tape, is but a youth of 17, while Eugene F. Battaine, the time prize winner, and Wellington Smith, who scored the second best time, are both under 20. Like Hofsess, Peer is a novice in the racing game, but both Battaille and Smith are riders of experience. Two years ago Battaille finished second, while last year he and Smith were both placed. Both of these latter riders are members of the Maplewood Sporting Club, which this year earned the distinction for club honors as it did last, in having the largest number of members finish in the prizes.

The race in itself can justly be considered one of the best, if not the most excellent, that has ever been conducted over that classic course of stamina-straining hills and sub-junctive dales. While the stiff fight for place prizes was exceedingly keen, it in no way surpassed the struggle for time honors. Five riders finished within five seconds, each being one-fifth of a second behind the other man in order, and all negotiating the course within a minute of the record, 1:07:42, made in 1902 by Charles Schlee, now a professional.

The time of Battaille, the winner, was 1:08:30; Smith, 1:08:30 2-5; James Zanes, 1:08:30 3-5; Albert Ashurst, 1:08:30 4-5. This feat of four riders finishing so close to the record, and all together, is unparalleled in the history of the race.

All of these time prize winners started from the one-minute mark and kept well together throughout. In addition, they will also receive position prizes. A protest has been lodged against Ashurst by Referee Pitman, who caught the rider taking pace on the Mile Hill, and he will probably be disqualified.

It was while riding into the tenth and twentieth miles that, it is alleged, Ashurst transgressed the rules. Pitman had gone on a scouting expedition down toward Maplewood with his weather eye "peeled" for just such occurrences, when, he says, he noticed a rider, attired in a white sweater and without a number, setting a pace for Ashurst up the hill. The referee shouted a warning and tried to intercept the men, but the stranger cut off into a branch road and Ashurst sprinted out of reach. Pitman noticed that the rider's number was 137, and upon inquiry learned that it was the second time that the stranger had pulled Ashurst up the incline. A protest was lodged and will be decided on to-night (Saturday), when the prizes will be given out at the Bay View Wheelmen's clubhouse, in Newark.

Quite different this year from last was the luck of the rider who wore the so-called "unlucky No. 13." This year the numerals were

Scenes at the Irvington-Millburn, Decoration Day.



1. 17TH SEVENTEENTH RACE.
3. STARTING LINE MEN.



UNLUCKY NO. 13.



2. VIEW OF THE CROWD.
1. HOFSESS WINNING.



worn by George Wilcox. Wilcox ran into all sorts of trouble. First he took a bad cropper, then his chain jumped, and finally one of the tires suffered a puncture. He did not finish. Last year the number was carried by E. J. McCallum, the Brooklyn man, who finished first. McCallum was entered this year, but told the *Bicycling World* man that he was unable to get a new wheel from the Pierce factory in time. McCallum was one of the first to congratulate Hofsess, the winner.

In conversation with the *Bicycling World* man after he had washed the grime off his face at the pump in the back yard and slipped on his sweater and trousers in the old cow shed, which constituted the training quarters of the rider, Hofsess said that he was born in Germany; where? he did not know. Said it did not make any particular difference. He had never won a race before, and had only entered one novice three years ago. In this he failed to finish. Hofsess is rather Teutonic in aspect and diminutive in stature, but he said he tips the scales at 138 pounds.

He said he did not smoke, but drank beer. All the training he ever had was gotten after work hours at the sewing machine factory.

Edward Rupprecht and Charles Franks, of the Bay View Wheelmen, were the only riders to start from scratch, and they dropped out after doing fifteen miles, because of punctured tires.

Out of a large field of 167 entries, there were 99 starters, and most of them finished. There were a few accidents, but none of them were serious. About a dozen riders were reported to be injured, due to spills. There are thirty-three place prizes and four time prizes to be distributed. Hofsess and Battaille will each receive an upright piano, while the next four men will have a choice of wheels. Smith, the second time prize winner, will get a punching bag outfit, and Zanes a silk racing suit. If Ashurst is disqualified C. A. Sherwood, of New York, will receive a pair of tires, as he was the fifth time man.

The order of the finish, with the time made by each, is as follows:

Position.	Rider.	Net Handicap.	Net time.
1.	William Hofsess, Roselle.	5:30	1:12:12
2.	Courtney Pear, Springfield.	5:00	1:12:13
3.	William Miller, Brooklyn.	5:00	1:12:45
4.	Julius A. Elsie, Newark.	5:30	1:12:15
5.	George Ungemah, Newark.	6:00	1:12:45½
6.	Joseph A. Harris, Jersey City.	6:00	1:12:46
7.	George Kovarik, Brooklyn.	6:00	1:12:46½
8.	Walter Messler, Belmont A. C., Newark.	5:00	1:11:46½
9.	John W. Easterday, Millburn.	6:00	1:12:47
10.	August Herens, New York.	5:30	1:12:37
11.	Emil Wildermuth, New York.	5:30	1:12:38
12.	Russell Powellson, jr., East Orange.	4:30	1:11:37
13.	Eugene F. Battaille, Maplewood S. C.	1:00	1:08:30
14.	Thomas A. Smith, N. T. V., New-ark.	2:00	1:09:30½
15.	Gus Perden, National A. C.	2:30	1:10:30½
16.	Wellington Smith, Maplewood S. C.	1:00	1:08:30½
17.	Chas. Wildman, Newark.	2:30	1:10:30½
18.	James Zanes, Newark.	1:00	1:08:30½
19.	John J. Wuensch, B. V. W., New-ark.	2:30	1:10:31
20.	Alfred Ashurst, Brower W., New York.	1:00	1:08:30½
21.	C. A. Sherwood, Pellet Team, New-York.	1:00	1:08:35
22.	Oscar E. Becker, National A. C.	6:00	1:13:35½
23.	Albert Wildman, Newark.	3:00	1:10:35½
24.	William O'Brien, Mt. Hope, N. J.	4:00	1:11:58
25.	J. M. Elder, C. R. C. A., New York	2:00	1:10:15
26.	W. K. Van Iderstine, Maplewood S. C.	3:00	1:11:22

Time prize winners—Eugene F. Battaille, Maplewood Sporting Club, 1:08:30; Wellington Smith, Maplewood S. C., 1:08:30 2-5; James Zanes, Newark, 1:08:30 3-5; Albert Ashurst, Brower Wheelmen, 1:08:30 4-5.

L. A. W. SILVER JUBILEE

Rare Gathering of Veterans at Boston— No Fireworks, but Plenty Good Cheer.

Boston, May 31.—The League of American Wheelmen was organized at Newport, R. I., on Memorial Day, 1880; its twenty-fifth anniversary was celebrated here in Boston on Memorial Day, 1905, yesterday. The league attained its highest record of membership on January 21, 1898, when there were 103,293 names upon its roll, and of these 26,983 were residents of New York State. Like all other things in the cycling line, the organization is not what it was in point of numbers. It depended for its support on the fraternal spirit of wheelmen, the same spirit that gave us the many thousand clubs we once knew. Most of the clubs are gone, but the League of American Wheelmen still lives, supported and sustained by the members who in former years were the bone and sinew of the working force which gave the L. A. W. an enviable reputation. The enthusiasts of cycling are to-day to be found among the older men. Young wheelmen of to-day use the wheel for utilitarian purposes, and they lose much of the pleasure and profit which came to those who rode in the eighties.

It was natural, therefore, that a celebration of the silver jubilee should be participated in by veteran wheelmen, as proved the case.

The Boston committee arranged a programme which embraced the following:

10 a. m., gathering of wheelmen at Chestnut Hill; 12 m., lunch; 2 p. m., races at Readville; runs through the park system; 6.30 p. m., banquet at Hendrie's.

It was a very remarkable gathering at Chestnut Hill. Gray heads prevailed, though there was a sprinkling of bald tops. Three men who saw the birth of the league at Newport were present. These were Albert S. Parsons, first secretary; William B. Everett, of the Boston Club, and Edward W. Pope, of the Massachusetts Club. Mr. Everett exhibited the original draft of the league constitution, which the late Charles E. Pratt drew up and took to Newport, and also a full and complete set of league membership tickets, which is the only complete set of tickets in existence.

President George L. Cooke came up from Providence with a large delegation. Vice-President Marriott C. Morris came over from Philadelphia. Ex-President Sterling Elliott was in evidence with a new lot of stories. Ex-vice-President Charles F. Cossum left his Poughkeepsie home and was heartily welcomed by his old friends. Ex-Vice-President George A. Perkins was busy with friends in the crowd. "Lon" Peek shook hands all around with a grip that threatened to crush fingers. The venerable Andrew Jackson Davis (79 years) and his wife (66 years) rode over from Allston on their wheels. Charles A. Hazlett, who holds league number 3, was present from Portsmouth, N. H. F. B. King

and E. Stewart Summer came up from Bridgeport, Conn. C. W. Hulse represented New Haven. Lawyer Elliott and E. H. Corson were present to represent the motorcyclists. There were several ordinary bicycles, and an improvised race was run off on these by Ed. P. Burnham and F. G. Gibbs. Papa Weston was a conspicuous figure in the throng. He is beloved of all wheelmen, and they recognize no other "papa." Several clubs were represented by delegations. The Boston Club had the largest number in line. The Rovers, of Charlestown (1886), and the Newton Club (1882) were on hand. The Kilfeesmiyo Old Men's Club, which boasts that its members have an average riding record of twenty-three years, turned out with full ranks.

Secretary Bassett and Charles A. Hazlett, of Portsmouth, wore the "ham" badge, which was the first league badge.

These were a few of the shining lights in the crowd. There were no formal exercises, but there were many heart-to-heart talks and very much of reminiscence.

Many parties went for runs through the suburbs of Boston, and a large number went over to the lunch at Norumbega Park. A pleasant trip on the waters of Charles River in a steam launch was taken by the visitors from a distance, and as there were upwards of a thousand canoes of various colors set off by the gay costumes of the lady paddlers, the "boys" could hardly find words to tell of the pleasure which this feature of the entertainment gave them. Many went to the automobile races at Readville. In the evening the company sat down to a banquet at Hendrie's. There were good things to eat, washed down by a barrel of beer sent over by the Boston Bicycle Club.

The post-prandial exercises consisted of speeches by distinguished people present and a vaudeville. President Cooke led off. He was proud that the league was born in his own State, and proud of the support which Rhode Island has always given it. He presented to W. B. Everett and Edward W. Pope a badge of honor from the Rhode Island Division in recognition of their record as founders of the league at Newport. Abbot Bassett, secretary, told of the present condition, numerical and financial, of the L. A. W. He presented to Elmer E. Elmgood, of Pottstown, Penna., a beautiful league badge voted to the one who came to Boston from the longest distance.

"Papa" Weston spoke of the early days of cycling. Vice-President Morris spoke for the league of to-day and its appeal to wheelmen. All speeches were short and to the point.

The New York Bicycle Club was the first to propose a meeting at Newport, which led to the formation of the league. It was hoped they would be represented, but it could not be. E. J. Shriver, the secretary of the club, concluded a letter to Secretary Bassett as follows:

"You must not think that because we cannot be with you that our hearts are not still true to you." When one member did propose some time ago that we should desert the league, he had not a single supporting

voice. So both our sentiment and our better judgment may be relied upon to keep us staunch in line.

"We have not forgotten all the good work of the league in the past, and while that was so effectively done, that all seems quiet for the present, we realize that no one can tell what the future may bring forth. It is with the heartiest good will, therefore, personally and on behalf of my fellow members, that I send you this message, hoping that there may be a golden wedding yet to attend, and wishing all those who are lucky enough to be present at the silver one which they are about to celebrate the best sort of a good time, and that they will keep just one little soft spot in their hearts for the delinquent absentees like ourselves."

Other letters were received from Hugh L. Willoughby, the first treasurer; from Vice-President Le Roy, from M. M. Belding and very many others.

A vaudeville entertainment wound up the day's entertainment. Quin Kilby sang his topical song, "How Time Flies," the verses of which hit every prominent head in sight, and the chorus was deafening. Some pretty girls sang and some good-looking men monologued.

Thus ended the twenty-fifth anniversary. It must be set down as a great success. There was no rank and file. Everybody was in it, and they all echoed the sentiment on Kilby's menu:

Twenty-five years of wheeling,
Pleasant and quickly passed;
Twenty-five years of pedal and puff,
And the top of the hill at last;
Twenty-five years of health and strength;
Of frolic and fun galore;
Our lungs breathe deep, our hearts beat strong,
And we're ready for twenty-five more.

What Jersey Requires of Motorcyclists.

The amended automobile bill, which went into effect in New Jersey on the 1st inst., requires that motorcycles display numbered tags, both front and rear, the numbers to be four inches high, in strokes of not less than one-half inch; previously three-inch numbers, displayed on the rear of the vehicle, was the exaction. The old licenses hold good; the fee remains at \$1. A mile in two minutes, instead of three, is the new legal limit of speed. Police officials may stop offenders, but may not make arrests without warrants unless information is refused them, or the speed limit is exceeded, but their testimony must be corroborated. Summonses may be, however, issued at any time within three months. Cash bail is fixed at \$50.

MaLaughlin Wins Germania Race.

P. McLaughlin (2 m.), of New Haven, won first place and second time prize in the ten-mile handicap road race run at Highwood, Conn., on May 30, under the auspices of the Germania Bicycle Club. Frank Williams, Stamford (scratch), won the time prize and finished fourth. There were twenty-eight starters.

DETROIT'S "BLOODIEST" RACE

Messenger Boy Wins in Fast Time—Syracuse Man Gets the Piano.

The "bloodiest road race ever run in Detroit" is how one of the reports characterized the Detroit Wheelmen's twenty-five-mile handicap run on the Belle Isle course on May 30. There was a tremendous outpouring of spectators, the five-mile circular course in the park making the race uncommonly interesting, and they saw enough excitement to sharpen their appetites for more.

Fifty-odd men started, the handicap limit being ten minutes. The winner, however, turned up from the nine-minute bunch in the small person of Robert Surtman, a Western Union messenger. He overhauled the leaders within five miles, rode with them for a lap, when he and William Cotter, a postoffice special delivery runner, drew away. Surtman killed off Cotter in the final round and won as he pleased in the fast time of 1:09:35. Cotter, nine minutes, was second, and H. J. Quibell, nine minutes, third.

The fight for the time prize, a grand piano, was a warm one. That prize had attracted a "classy" lot, of whom George Wiley, Syracuse, William Blum, Chicago, Alex. Peterson, Chicago; John Dietz, Milwaukee, and Walter Bryden, Detroit, were on scratch; Charles Morris, Flint; Ed. Willis, Cleveland, and F. Schallcock, Buffalo, on the one-minute mark, and H. Bigelow, Columbus; O. S. Hitchcock, Toledo; William McCarthy, Stratford, Ont., and Fred McCarthy, Stratford, Ont., at two minutes. On the first lap Dietz and Peterson spilled and went down and out, and on the next round Bryden, Detroit's hope and the flower of the messenger boy flock, punctured. Thereafter Wiley and Blum had it out between them. Taking turns in pacing, they were still together nearing the finish, when Blum slipped and fell. He was up and remounted in an instant, but Wiley did not tarry, and, sprinting away, captured the piano in 1:03:45, 1:14 slower than his performance in the same race last year. Blum won the second time prize, and Fred McCarthy the third one.

The gore was spilled on one of the bad turns in the course. It was so treacherous that not half the men in the race escaped a scraping. At one time half a dozen piled in a heap, the gravel drawing blood from all of them.

Summary: 1, R. Surtman, Detroit (9:00) handicap, time, 1:09:35; 2, W. Cotter, Detroit (9:08), 1:11:25; 3, H. J. Quibell, Detroit (9:00), 1:11:25 2-5; 4, G. Bowen, Detroit (10:00), 1:12:25; 5, N. Green, Detroit (10:00), 1:12:25 1-5; 6, E. Martin, Mt. Clemens (9:00), 1:11:30; 7, J. Carty, Detroit, (8:00), 1:10:30; 8, C. Baetcher, Detroit (9:00), 1:10:30 1-5; 9, Foster Walker, Detroit (7:00), 1:09:30; 10, J. Schaefer, Detroit (8:00), 1:10:00; 11, E. Bagnell, Detroit (10:00), 1:11:30 2-5; 12, C. Johnson, Detroit (10:00), 1:12:30; 13, A.

Brown, Detroit (9:00), 1:11:30 3-5; 14, F. M. Snyder, Jackson (8:00), 1:10:30 4-5; 15, P. Hanbrich, Wyandotte (10:00), 1:12:35 1-5; 16, H. Doughby, Windsor (8:00), 1:10:40; 17, L. Gerharz, Woodmere (10:00), 1:12:40; 18, J. Coles, Detroit (7:00), 1:09:50 1-5; 19, H. Adler, Detroit (5:00), 1:08:50 2-5; 20, W. Davis, Jackson (7:00), 1:09:50 3-5; 21, H. Miller, Detroit (6:00), 1:08:50 4-5; 22, L. Procknow, Detroit (3:00), 1:05:52; 23, A. Brunke, Detroit (3:00), 1:05:52 1-5; 24, E. Miller, Detroit (7:00), 1:10:10; 25, W. Burman, Jackson (7:00), 1:10:10 1-5; F. McCarthy, Stratford (2:00), 1:05:25; 27, W. McCarthy, Stratford (2:00), 1:05:25 1-5; 28, H. Bigelow, Columbus (2:00), 1:05:32; 29, J. Holmden, Findlay, Ohio (2:00), 1:05:32 1-5; 30, F. Fay, Titusville, Pa. (4:00), 1:07:32 2-5; 31, G. Wiley, Syracuse (scr.), 1:03:45; 32, W. O'Connor, Detroit (10:00), 1:14:40; 33, U. Robb, Detroit (8:00), 1:12:45; 34, W. Blum, Chicago (scr.), 1:04:50.

Ireland Wins in the Rain.

Rain by the bucketsfull came down to spoil the twenty-five-mile road race of the Atlantic City (N. J.) Cycling Association on Decoration Day, 30th ult., from a spectacular point of view, and the four or five thousand people who had gathered to witness the opening race of the season scurried for shelter when the big drops began to splash soon after the start. The "bloomin'" rain continued to pour throughout the race, but the riders kept on and finished in good time, considering the slippery condition of the road surface, and those of the spectators who remained had the satisfaction of seeing "home talent" win the honors. Several falls resulted from skidding, but none of the riders were injured.

William Ireland, of Atlantic City, with 12 minutes' handicap, was the first man to cross the tape. His time for the twenty-five miles was 1:24:36. Frank Young, of the same city, was a close second. The fight for time honors was a feature of the race. H. Young started from the 4 minute mark and managed to make the best time, besides getting third place. His time was 1:16:31. Robert Brady, scratch, made the second best time and finished eighth. Summary:

Position, name and residence.	Handicap, time.	
	M. S.	H. M. S.
1. William Ireland, Atlantic City.....	12:00	1:24:36
2. Frank Young, Atlantic City.....	6:00	
3. H. Young, Atlantic City.....	4:00	1:16:31
4. Charles Klefer, Camden.....	4:30	
5. Thomas Crandol, Atlantic City.....	10:00	
6. Clarence Tilton, Atlantic City.....	8:30	
7. Charles Van Doren, Atlantic City.....	8:30	
8. Robert Brady, Atlantic City.....	Scratch	1:17:00
9. E. A. Bloomfield, Atlantic City.....	Scratch	
10. Albert Deardon, Atlantic City.....	14:00	
11. John Morris, Philadelphia.....	4:30	
12. D. R. Evans, Harrisburg.....	7:30	
13. William Buckner, Atlantic City.....	6:30	
14. Daniel Trotter, Philadelphia.....	Scratch	

"Motorcycles" Cut in Two.

Due to a change in the binding and a consequent reduction in price by the publishers, The Bicycling World Company is able to announce the halving of the price of "Motorcycles and How to Manage Them." Formerly \$1, it is now to be had for 50 cents per copy. This useful little book of 141 pages, now in its eighth edition, has been considerably revised and is really better value than ever before.

DENVER'S NEW TRACK OPENED

Two Samuelsons the Stars—Referee Gerwing Gives the Loafers a Lesson.

Good racing, with enough spills to enliven things without serious injury to any one, marked the opening of the new saucer track at Denver, Col., on Decoration Day. The management began right, having in mind that cycle events, to secure the public favor, must be races, not crawls. In one of the professional events the riders evinced a desire to loaf the greater part of the distance. Referee Gerwing, himself an old racer, promptly stopped the men and restarted them after giving them a pointed lecture and putting a time limit on the race.

The big event of the day, the Australian unlimited pursuit race, was won by W. E. Samuelson over W. W. Hamilton, a crack of former days. Early in the race Hamilton looked like the winner and threatened to overtake his rival, but Samuelson grew stronger with time and caught Hamilton just before he reached the seven mile post. His time for the distance was 17:03 2-5.

Of the amateur events the one-mile novice was passably thrilling, the youngsters setting a lively clip from the start. Lloyd Doer, whom the spectators had banked on to win, got tangled up with Husted, and was thrown. Husted finished second, with W. E. Jackson, of Cheyenne, easily first in 2:21 2-5. The amateur mile open went to F. E. Schnell and Fred Samuelson, who rode a dead heat in 2:19 4-5. Jackson, the novice winner, finished third. L. Champion and Kinnet Barney lost their pedals in the whirl. Samuelson and Schnell also walked away with the two-mile handicap, Samuelson finishing in the lead with Schnell a close second. Walker, with 170 yards, was third, mishaps knocking out all the others.

W. E. Samuelson had what the Denverites call a "cinch" in the mile professional, but G. R. Boyd and E. W. Smith had a pretty fight for places. Boyd finished second by inches. Time, 2:13 2-5. Samuelson also crossed the tape first in the half-mile open, with Boyd second and Smith third. His time was 1:14 1-5. Summaries:

One-mile novice—W. E. Jackson, first; Elmer Husted, second; Bert Walker, third. Time, 2:21 2-5.

One-mile open, amateur—F. E. Schnell and Fred Samuelson, first (dead heat); W. E. Jackson, third. Time, 2:19 4-5.

Two-mile handicap, amateur—Fred Samuelson (scratch), first; F. E. Schnell (20 yards), second; Bert Walker (170 yards), third. Time, 4:36 4-5.

Five-mile motorcycle, professional—G. R. Boyd, first; G. A. Maxwell, second. Time by miles, 1:25, 1:20 2-5, 1:28, 1:31, 1:49 3-5. Total, 7:24.

Half-mile open, professional—W. E. Samuelson, first; G. R. Boyd, second; E. W. Smith, third. Time, 1:14 1-5.

One-mile open, professional—W. E. Samuelson, first; E. W. Smith, second; G. R. Boyd, third. Time, 2:13 2-5.

Unlimited pursuit between W. E. Samuelson and W. W. Hamilton—Won by Samuelson. Distance, 64.5 miles. Time, 17:03 4-5.

WALTHOUR MEETS DEFEAT

Balky Motor Helps McLean Trounce the Georgian—Big Crowd Present.

Aided by a motor that behaved shamefully, before 8,000 spectators, at the Revere Beach track, Boston, Mass., Decoration Day, May 30, Hugh McLean, who has just returned from Europe, trounced not only Robert Walthour, of Atlanta, Ga., but James Moran, the Chelsea man, in a twenty-five mile motor-paced race. McLean covered the distance in 38:36, very fast, considering that he had been off the ocean little more than a week. Moran finished second, and was over a lap behind at the finish. Walthour was hopelessly out of the running after the sixth mile, when his pacing machine, manned by Gus Lawson, began to miss fire.

McLean drew the pole for the start, with Walthour second and Moran on the outside. Turville paced McLean and Saunders steered the motor for Moran. At the start Walthour was off first, and McLean had a slight advantage over the third man. Walthour secured a lead of half a lap in the first two miles, but after that McLean gradually decreased the advantage. He was just coming up to Walthour in the fifth mile, when Lawson's machine went wrong and Walthour lost his pace. The Atlanta rider rode for twelve miles and then quit. After that the race was uninteresting, and Moran was never able to cut down McLean's lead.

Twenty riders started in the two preliminary heats of the two-mile amateur handicap. E. L. Collins (35 yards), finished first in the first heat, and W. F. Drea (130 yards), in the second heat, both in poor time. In the final heat the bunch lolled along as if they had nothing to do but to sit up and make a close scrutiny of the surrounding grandstands, and the heat was uninteresting. Close to the tape Matt Downey edged his way to the front and crossed first, McDonald finished second, and J. J. McKinnon third.

Twenty-five-mile motor paced:

Miles. Leader.	Led by Laps.	Total Time. m. s.	Time of miles. m. s.
1....Walthour.....	1/2	1:47 3-5	1:47 3-5
2....Walthour.....	1/2	3:18 3-5	1:31
3....Walthour.....	1/2	4:47	1:28 2-5
4....Walthour.....	1/2	6:17	1:30
5....Walthour.....	1/2	7:47 3-5	1:30 3-5
6....McLean.....	1/2	9:07 3-5	1:20
7....McLean.....	1/2	10:35 3-5	1:28
8....McLean.....	1/2	12:10 3-5	1:35
9....McLean.....	1/2	13:39	1:28 2-5
10....McLean.....	1/2	15:00	1:30
11....McLean.....	1/2	16:40	1:31
12....McLean.....	1/2	17:52	1:32
13....McLean.....	1/2	19:34	1:42
14....McLean.....	1/2	21:04 2-5	1:30 2-5
15....McLean.....	1/2	22:34	1:29 3-5
16....McLean.....	1/2	24:08 3-5	1:29 3-5
17....McLean.....	1/2	25:44 1-5	1:40 3-5
18....McLean.....	1	27:14 4-5	1:30 3-5
19....McLean.....	1	28:50 4-5	1:45
20....McLean.....	1	30:33 4-5	1:34
21....McLean.....	1	32:06 4-5	1:43
22....McLean.....	1	33:41 4-5	1:35
23....McLean.....	1 1/2	35:15	1:33 3-5
24....McLean.....	1 1/2	36:50 2-5	1:35 2-5
25....McLean.....	1 1/2	38:24 2-5	1:34

Two-mile amateur handicap: First heat—

E. L. Collins (60 yards), first; J. A. McNeil (40 yards), second; McDonald (45 yards), third. Time, 4:52 3-5. Second heat—W. F.

Drea (130 yards), first; Matt Downey (scratch), second; J. J. McKinnon (80 yards), third. Time, 4:47 3-5. Final heat—Downey first, McDonald second, and McKinnon third. Time, 4:27.

Five-mile amateur open—W. F. Drea first, Matt Downey second and McDonald third. Time, 13:08 1-5.

Casey Gets a Piano.

F. Casey, of Syracuse, N. Y., now has a piano in his parlor. He won it at Rochester, N. Y., on Decoration Day in the twenty-mile road race conducted by A. M. Zimbrich, one of the aggressive dealers of that city. To obtain the piano Casey had to beat out some fifty other speedy young men, which he did handily in 52:11 3/4. He had a handicap of 4



NEW YORK BRANCH 214-216 WEST 47TH ST.

minutes. There were several bad spills, and several riders were disqualified for being paced by automobiles.

Mr. Casey was followed home by the other contestants in this order: 2, H. H. Sutton, Rochester (5:30); 3, George H. Clune, Rochester (4:30); 4, William Bradley, Rochester (4:30); 5, Charles Shafer, Dunkirk (3:30); 6, Wheaton Crandall, Syracuse (3:30); 7, T. J. Hanks, Buffalo (4:00); 8, J. Jack, Rochester (3:30); 9, Syd Mills, Hamilton, Ont. (3:30); 10, J. L. Lettice, Buffalo (2:00); 11, J. S. Baker, Buffalo (3:00); 12, W. Barback, Tonawanda (4:00); 13, George Depew, Buffalo (2:00); 14, Peter Fry, Rochester (4:30); 15, H. W. Will-young, Buffalo (3:30); 16, J. Shaefer, Buffalo (2:20); 17, G. A. Zee, Syracuse (4:00); 18, George Baker, Buffalo (3:30); 19, Tony May, Syracuse (3:00); 20, Vin Major, Rochester (3:00); 21, James Smith, Fairport (3:30); 22, J. M. Tanner, Buffalo (1:00); 23, J. L. Shaw, Rochester (1:30); 24, William Vogler, Syracuse (4:00); 25, Charles McCracken, Buffalo (1:00); 26, James Dick, Buffalo (scratch); 27, Joseph Barback, Buffalo; 28, W. Clark, Hamilton, Ont. (scratch); 29, W. W. Bauman, Buffalo (scratch); 30, F. C. Walker, Rochester (3:00); 31, R. S. Lewis, Buffalo (1:30).

EASY FOR METTLING

Again Rides Around Stinson and Caldwell, Who Has Bad Luck.

Louis Mettling, the "flying schoolboy" of Jamaica Plain, repeated his performance of April 19 last Tuesday, May 30, when he defeated William Stinson, of Cambridge, and Harry Caldwell, of Manhattan, in a thirty-mile motor paced race at the Charles River Park track, at Boston. The race was from a standing start. All three riders tacked on behind their motors nicely. Caldwell's motor refused to work properly, and at the start of the second mile he was lapped by both Mettling and Stinson, who were about three miles apart. At the end of two miles Caldwell's machine refused to go at all and left the track. The Manchester Giant rode three miles without pace and then dropped out. For eleven miles Stinson managed to keep three yards ahead of his opponent, and after that the Jamaica Plain lad increased his lead over Stinson every circuit of the oval. At sixteen miles Mettling lapped the other rider, and the twenty-fourth mile saw him two laps in the lead. When the thirty miles was finally covered, Stinson was just four laps behind. Mettling's best time was made in the eighteenth, which he covered in 1:19 1-5. His total time for the thirty miles was 41:06 2-5.

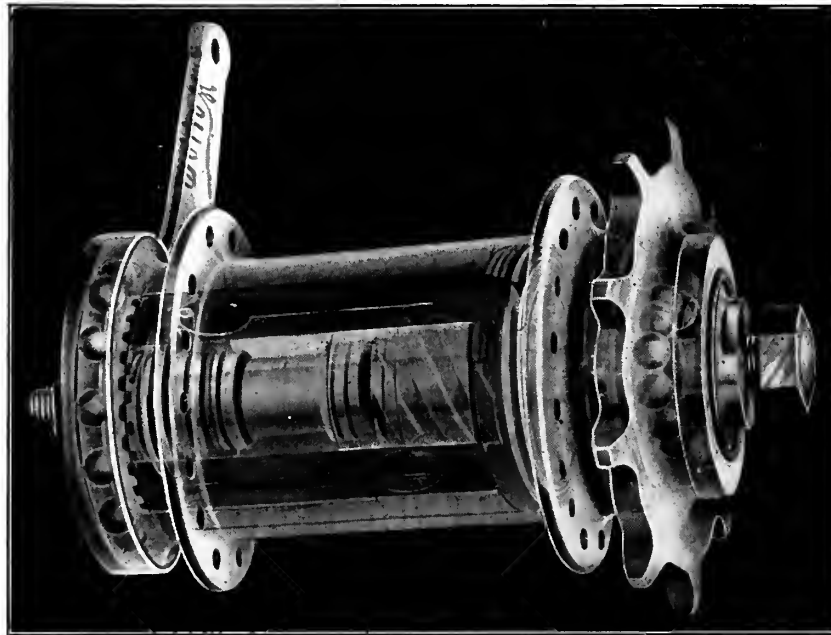
The one-mile amateur handicap was an easy win for D. J. Connolly, of Everett, Mass. J. B. Coffey, the scratch man, was pocketed in the last lap of the final heat and frozen out. H. Giles, of Cambridge, finished second, and E. Nelson, of Rosindale, was third. The five-mile open brought out a field of twenty starters. As a prize went to the leader of each lap, the race was interesting. Coffey, of South Boston, landed the first mile. Connolly, of Everett, opened up a lead of half a lap on the bunch, and won the second and third mile prizes handily. Nelson led at the fourth mile. On the last lap of the fifth mile several of the riders took a spill, and Coffey circled wide and crossed the tape first. H. M. Bell was second and Connolly third. Time, 12:19 1-5.

One-mile handicap, amateur; first heat—J. B. Coffey (scratch), first; H. M. Bell (75 yards), second; T. Connolly, of Everett (90 yards), third; D. Connolly, of Everett (70 yards), fourth. Time, 2:08 4-5. Second heat—F. Hill, of Watertown (130 yards), first; M. J. Gillis, Boston (130 yards), second; C. J. Helander, Brockton (75 yards), third; V. B. Lawson, Boston (75 yards), fourth. Time, 2:08 3-5. Third heat—M. Davanza, Boston (130 yards), first; C. Connolly, of Everett (100 yards), second; H. Giles, Cambridge (75 yards), third; E. Nelson, Rosindale (75 yards), fourth. Time, 2:02 1-5. Final heat—D. Connolly, Everett (70 yards), first; Harvey Giles, Cambridge (75 yards), second; E. Nelson, Rosindale (75 yards), third. Time, 2:04 2-5.

Five-mile amateur, open—J. B. Coffey, South Boston, first; H. M. Bell, Medford, second; T. Connolly, Everett, third. Time, 12:19 1-5.

Half-mile consolation—H. M. Barry, South Boston, first; C. G. Helander, Brockton, second; C. Connolly, Everett, third. Time, 1:12 1-5.

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made cycledom something more than
a realm of eternal pedal pushing.

ECLIPSE MACHINE CO., = Elmira, N. Y.

Fast Flights Up Fort George Hill.



ON THE FIRST TURN OF THE HILL.



THE STARTER'S TELEPHONE.

Although first sight of Fort George Hill, New York, usually causes the stranger to gasp, and his first ascent of it induces him to feel his teeth to discover if they remain in place, if it had any such effect on Charles S. Spencer, of Springfield, Mass., and Stanley T. Kellogg, of Bridgeport, Conn., the results of the New York Motorcycle Club's third annual hill climbing contest on Decoration Day fail to show it. They sailed up the half-mile, Belgian block, 10 per cent. grade as if they were used to it, and accounted for the two gold medals—Spencer for the one in the racing class, Kellogg for the one in the touring class—and their times were astonishingly

fast—41 2-5 and 50 1-5 seconds, respectively. The native New Yorkers were simply not "in it." All of the winners rode Indians.

After both men and machines had been weighed they were given two trials on the hill, their fastest ascent to count. On his first essay in the racing class, Spencer, on the two-cylinder Indian, had a miraculous escape. Going at better than a one-minute pace, he slipped on a wet spot near the starting line and fell heavily. He was bruised and his forks were bent, but the damage was repaired, and that the accident did not affect his nerves his subsequent performances testified. Of four entries in this class but three appeared, and one of them could not get going. This made things easy for Spencer, who made ducks and drakes of the French two-cylinder Griffon, ridden by D. B. Brown. He beat it by practically 10 seconds.

In the touring class Kellogg was one of the first to make his effort, and went up in 51 1-5 seconds. None expected such a wonderful flight, and eye-opening was general. Whether it discouraged the other entrants cannot be stated, but although there were 27 of them, only 12 faced the grade, despite the fact that most of the non-starters were on the ground. One other would have tried, but he was discovered to be a "ringer," impersonating E. T. Rosenheimer, one of the entries. He slunk away before his identity could be established. Kellogg bettered his record on his second trial, and none came within hailing distance of it. The lightest man on the lightest machine, Walter Jones accounted for the silver medal, and Spencer for the bronze one. All of these men and their mounts were "groomed" by Oscar Hedstrom, who came down from the Hendee fac-

tory for the purpose. With Baker, the fourth man, they used some special brand of Standard Oil gasoline, which Baker discovered in Brooklyn, and which he says is on the open market and far superior to the usual "76." There probably will be a rush for it.

The timing was simplicity itself, the idea and apparatus being the product of R. H. Nickerson, one of the club members. At the foot of the hill a telephone was rigged up into which the starter shouted his "Get ready!" and "Go!" It was connected with another 'phone at the finish line on the summit. This latter instrument was equipped with three receivers, which the timers kept glued to their ears, snapping their watches.



CHARLES S. SPENCER.



STANLEY T. KELLOGG.

SUMMARY NEW YORK MOTORCYCLE CLUB'S HILL CLIMB.

RACING CLASS.

Name.	Machine.	W'ght.	W'ght.	Time.
		Rider.	Mach.	1st Trial. 2d Trial.
1. C. S. Spencer, Springfield, Mass.	3½ h. p. Indian*	138½	110	0:43 3-5 0:41 2-5
2. D. B. Brown, N. Y. M. C. C.	5 h. p. Griffon*	165	138½	0:51 1-5 0:53 4-5

TOURING CLASS.

1. Stanley T. Kellogg, Bridgeport, Conn.	1¾ h. p. Indian	122	110	0:51 0:50 1-5
2. Walter Jones, New York	1¾ h. p. Indian	114	98	1:04 1:01
3. C. S. Spencer, Springfield	1¾ h. p. Indian	138½	103½	1:01 4-5 1:02 2-5
4. Fred A. Baker, Brooklyn	1¾ h. p. Indian	142	112	1:07 2-5 1:12
5. Raymond Storm, New York	1¾ h. p. Indian	119	123	1:11 1-5 1:11 1-5
6. S. Rothschild, N. Y. M. C. C.	1¾ h. p. Indian	129	123	1:16 4-5 1:13 2-5
7. L. R. Sniffen, N. Y. M. C. C.	3 h. p. Marsh	131	171	1:15 4-5 1:22 2-5
8. R. G. Betts, N. Y. M. C. C.	1¾ h. p. Indian	132	124	1:22 1-5 1:17 2-5
9. Roland Douglas, N. Y. M. C. C.	1¾ h. p. Metz	135	119	1:20 1-5 1:24 1-5
10. J. F. McLaughlin, N. Y. M. C. C.	2¼ h. p. Tribune	165	156	1:48 ...

*Double cylinder.

Frank P. Baker, Brooklyn (Indian), and J. A. Schleicher, Mount Vernon, N. Y. (Indian), disqualified for opening muffler cut-outs.

of course, at the instant of the starter's signal. It worked like a charm and fully as well as the cumbersome, complicated electrical timing machine used last year.

Funderburk Beats Out McCrea.

Stanley Funderburk, of Springfield, Ill., riding from scratch, won the silver loving cup donated by Charles A. Zweng, at the annual eight-mile handicap road race promoted by the Bloomington (Ill.) Wheelmen's Club of the Young Men's Christian Association of that city on Decoration Day, 30th ult.

The race was over the East Lawn course, and the largest crowd of spectators that has ever been attracted by an event of this kind lined the course. So enthusiastic were they that, at times, it was all the officials could do to keep them from the course. Three medals constituted the time prizes and a Bicycle racing wheel headed the list of place prizes.

Guy Hanson, with a handicap of 3:30, was the first rider to shove his wheel across the tape; he was closely followed by Anderson. C. Knecht finished third. J. McCrea, of Springfield, Ill., made the second best time in 23:04 and L. Mason, of Mt. Pulaski was only one second behind at the tape. Summary:

1. Guy Hanson, Bloomington, 23:50; 2. A. Anderson, Bloomington, 25:11; 3. C. Knecht, Bloomington, 23:55; 4. S. Keiser, Bloomington, 23:57; 5. J. Sheek, Normal, 24:07; 6. J. Weaver, Bloomington, 27:09; 7. S. Mason, Bloomington, 27:41; 8. B. Langhoff, Peoria, 23:43; 9. Stanley Funderburk, Springfield, 23:06; 10. J. McCrea, Springfield, 23:07; 11. L. Mason, Mt. Pulaski, 23:08; 12. C. Baker, Peoria, 24:41; 13. W. Harper, Bloomington, 27:34; 14. T. Phillips, Bloomington, 25:37; 15. W. Brown, Normal, 29:26.

Racers Had to Ford a Creek.

The fourteen-mile handicap road race of the Bicycle Dealers' Association at Richmond, Ind., Saturday, May 27, was a decided success, and the time made was fast, in view of the fact that the roads were exceptionally rough. In one place the riders had to ford a creek, but they took to the water as naturally as ducks. Elmer Smith started from scratch and finished third, also winning first time prize. He plugged over the fourteen miles of bad roads in 39:21. Silas Brown, a youngster but seventeen years old, made a remarkable showing. Brown had a handicap of two minutes and was the first rider to cross the tape, also scoring the second best time, 40:52. James

Godsey, four minutes, finished third. Summary:

Pos.	Name.	H'dicap.	Net Time.
		m. s.	h. m. s.
1—	Silas Brown	2:00	40:52
2—	James Godsey	4:00	43:20
3—	Elmer Smith	Scratch.	39:21
4—	Elmer Dickinson	1:30	41:04
5—	Robert Graham	4:30	44:15
6—	Rudolph Dolloff	5:30	45:56
7—	John Shallenberg	1:00	42:15
8—	William Goelmer	2:30	43:46
9—	Wilson Magaw	2:30	43:47
10—	Elmer Thomas	5:00	46:21
11—	Donald Grave	0:30	42:07
12—	Harry Minor	3:30	45:30
13—	Morris White	3:30	45:40
14—	A. Trakowski	Scratch.	42:40
15—	Selby Williams	0:30	43:11
16—	George Hayward	4:00	47:09
17—	Charles Draper	2:30	45:47
18—	George Kramer	4:00	47:18
19—	Harley Cox	1:30	44:44
20—	William Mendenhall	4:30	48:19
21—	William Schnelle	4:30	48:29
22—	Harold Ball	4:30	48:44
23—	Boyd Moorman	1:00	45:23
24—	Jesse Phelps	1:00	45:30
25—	Harry Nieman	4:00	46:59
26—	Charles Miller	3:30	46:50
27—	Joe Parker	1:00	46:25
28—	T. W. Boyle	3:00	48:36
29—	Elwood Vogelsong	3:00	48:38
30—	Roy Harvey	3:00	49:25
31—	Claude Phelps	1:00	48:50
32—	Haymond Cain	5:00	52:48
33—	Charles Oel	3:00	50:49
34—	Bartley White	2:00	49:47
35—	William Doty	2:00	52:00

How Baker Stayed in the Race.

But five of the ten entries started in the twenty-mile motor bicycle road race promoted by A. M. Zimbrich, of Rochester, N. Y., on May 30. The course, from Genesee Valley Park, Rochester, to Scottsville and return, was heavy in spots, but the winner, William C. Chadeayne, of Buffalo (Auto-Bi), negotiated it in good time, 27:52. George H. Curtiss (Curtiss), of Hammondsport, finished second; Otto Schneider, of Rochester, third, and L. H. Baker, of Rochester, fourth; H. N. Kirkbaum, Buffalo, fifth.

Several bad spills occurred, Baker, who started well, returning with a report that his machine caught fire; that he immersed it in the river, grabbed up a bicycle standing nearby, overtook another motorcyclist, borrowed his machine and thus secured fourth place.

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(Trade Mark, registered April 30, 1895.)

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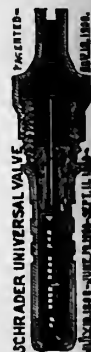
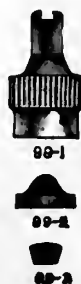
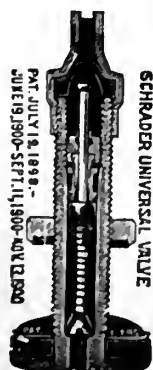
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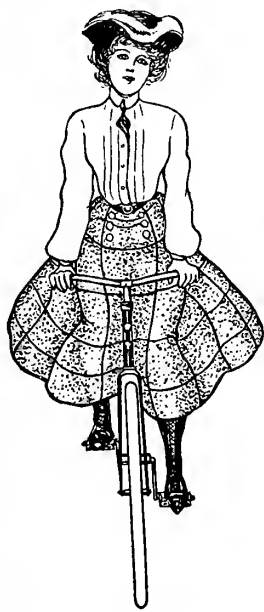
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San Jose "Repels the Invaders."

San Francisco went to San Jose, Cal., on May 21 and learned a thing or two. The occasion was the race meet of the Garden City Wheelmen, of San Jose, and the 2,000 persons who attended got their money's worth and hurrahed loudly and often as evidence of the fact. The home club carried all before it. Its members won all the bicycle events, the motor bicycle events and the team race, W. Waibel accounting for the State championship, which was scored on a basis of points in each heat; he earned 12 out of a possible 15 points. The summary:

One mile novice, first heat—J. Silva, E. W., won; D. R. Cushman, B. C. W., second; F. Riegel, G. C. W., third. Time, 2:22. Second heat—Carl Bose, G. C. W., won; W. R. Scully, G. C. W., second; L. Maggini, G. C. W., third. Time, 2:33 3-5. Final—F. Riegel, G. C. W., won; D. R. Cushman, B. C. W., second; Carl Bose, G. C. W., third. Time, 2:36.

One-mile challenge championship point race—R. H. Backrath, C. C. W., won; W. Waibel, G. C. W., second; McWhirter, N. C. W., third. Time, 2:37. Second heat—McWhirter, N. C. W., won; W. Waibel, G. C. W., second; R. H. Backrath, C. C. W., third. Time, 2:41 4-5. Third heat—F. H. McLaughlin, B. C. W., won; W. Waibel, G. C. W., second; R. H. Backrath, C. C. W., third.

Two-mile handicap, first heat—J. Berryessa, G. C. W., won; D. B. Cushman, B. C. W., second; P. Castro, G. C. W., third. Time, 4:25 3-5. Second heat—W. R. Scully, G. C. W., won; C. Showalter, G. C. W., second; C. Long, B. C. W., third. Time, 4:31 4-5. Final—C. Showalter, G. C. W., won; J. Berryessa, G. C. W., second; C. Long, B. C. W., third. Time, 4:39 1-5.

Three-mile motorcycle race—J. H. Baumgartner, San Jose (Indian), won; F. E. Carroll, San Francisco (Indian), second; T. A. White, San Francisco (Rambler), third. Time, 4:10 3-5.

One-mile handicap, first heat—W. Waibel, G. C. W., won; C. Showalter, G. C. W., second; W. Spellman, G. C. W., third. Second heat—R. Diefenbacher, G. C. W., won; J. Silva, E. W., second; C. Burnett, G. C. W., third. Time, 2:13. Third heat—M. Grey, G. C. W., won; Murphy, G. C. W., second; A. T. Smith, G. C. W., third. Time, 2:14. Final—R. Diefenbacher, G. C. W., won; W. Waibel, G. C. W., second; C. Showalter, G. C. W., third. Time, 2:10 4-5.

Five-mile motorcycle—J. H. Baumgartner (Indian), won; F. E. Carroll, second; T. A. White, third. Time, 6:30 3-5.

Three-men team pursuit race—Garden City Wheelmen, won; New Century Wheelmen second. Distance, 8 1-3 miles. Time, 20:45.

Due to a change in the binding and a consequent reduction in price by the publishers, The Bicycling World Company is able to announce the halving of the price of "Motorcycles and How to Manage Them." Formerly \$1, it is now to be had for 50 cents per copy. This useful little book of 141 pages, now in its eighth edition, has been considerably revised and is really better value than ever before. ***

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EVERY PRIZE

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New York Motorcycle Club's Hill Climbing Contest

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Won by

INDIANS



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(One Prize.)

Won by C. S. Spencer, on 3 1-2 h. p. Indian, in 41 2-5 sec.

Touring Class.

(Three Prizes.)

- 1st. S. T. Kellogg, 1 3-4 Indian, 50 1-5.
- 2d. W. Jones, 1 3-4 Indian, 1:01.
- 3d. C. S. Spencer, 1 3-4 Indian, 1:01 4-5.

Indians also finished fourth, fifth, sixth and eighth.

Returns from other Decoration Day events are coming in and show that the Indian "made good" everywhere.

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Alfred Judge Wins in Tiger Handicap

Riding from scratch, Henry Vanden Dries finished fourth in the five-mile handicap road race of the Tiger Wheelmen, of New York City, at Valley Stream, Long Island, last Sunday, 28th ult. Vanden Dries also made the best time, riding the distance in 13:26 1-5. Alfred Judge started with the two-minute bunch, and crossed the tape first, his time being 14:20. Charles Martin had a handicap of one minute, and finished second. C. P. Sondier, one minute, was third, in 13:43. The two-mile scratch race was close, and Vanden Dries only won by inches. His time was 6:29 3-5. H. Johnson was only one-fifth of a second behind, and the same time separated Charles Martin from Johnson.

F. A. M. Flourishing on the Coast.

Thanks to the live vice-president and the equally live member of the competition committee resident in San Francisco, the Federation of American Motorcyclists is flourishing like the proverbial green bay tree on the Pa-

cific Coast, and is waxing large and powerful. Only the Eastern district of the organization is now in greater strength than the Pacific district, which added more power to the parent body on May 20, when the California Associated Cyclists, the dominant cycling organization, formally recognized the claims of the F. A. M. and gracefully turned over to it all control of motorcycling.

Bicycle Thief Flakes Good Race.

A day or two ago in New York City the game of automobile versus bicycle appeared in a new light. One of the Mercury-footed, blue-uniformed and brass-buttoned messengers who never by any chance exceed the legal speed limit when on duty bent, left his wheel at the curb while he entered a building to deliver a message. He came out again just in time to see his mount disappearing a block or two away faster than he ever thought of riding it himself.

The occupants of a passing automobile lent a sympathetic ear to his tale of woe, picked

him up, also a policeman, and immediately gave chase. The pilferer's name is not a familiar one in the annals of bicycle racing, but he must have been an old hand at the game, for he gave the automobile party a merry chase of more than four miles before he was overtaken and the wheel recovered.

Prevents Motorcycle Race.

The motor bicycle road race, which was to have followed the 25-mile bicycle race on the Belle Isle Park course, Detroit, on May 30, was not run owing to the dense crowd. As there was no adequate means of keeping the course clear, the promoters deemed it the better part of wisdom to take no chances of accident, and accordingly declared off the event.

It is probable that New York will see its first exclusive motorcycle race meet on a Saturday of next month. If it comes about it will be held on the Parkway half-mile track, in Brooklyn, and be run under the joint auspices of the New York Motorcycle Club and the Eastern District of the Federation of American Motorcyclists.

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AURORA AUTOMATIC MACHINERY CO.,
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The Week's Patents.

790,025. Air-Carburettor. George L. Bennett, Chicago, Ill. Filed August 13, 1904. Serial No. 220,651.

Claim.—The combination in a carburetting-machine, the superimposed evaporating-pan fixed centrally to a vertical tube, the overflow-vents fixed eccentrically in floor of said pans, the said tube having discharging-ports above each pan, the tube and pans fixed centrally in a cylindrical chamber, the outwardly-closing valve, and means for charging said pans, fixed in the top of said chamber, the discharging-tube connected externally with the vertical tube, in combination with a water-tank and floating bell substantially as described.

789,749. Carburettor for Gas-Engines. Harry B. Maxwell, Rome, N. Y., assignor, by direct and mesne assignments to Maxwell & Finch Company, Rome, N. Y. Filed September 4, 1903. Serial No. 171,867.

Claim.—1. The combination in a carburettor device of the face-plate 14, having the nozzle 11 projecting centrally therefrom, and the casing 13 having an opening for receiving the nozzle, and means for adjustably securing on the face-plate, substantially as set forth.

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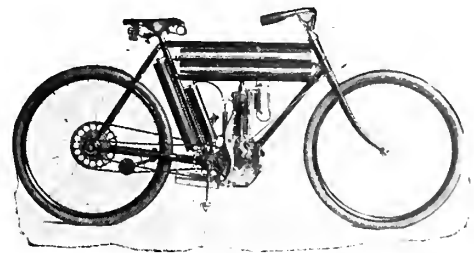
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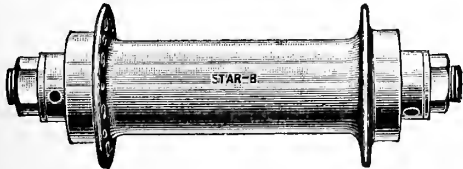
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The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LI.

New York, U. S. A., Saturday, June 10, 1905.

No. 11

POPE ABANDONS HARTFORD

At Least the Bicycle Plant Will Be Transferred—Why the Change is Made.

So many changes have occurred in the cycle trade during the past few years that even the news that Columbia bicycles are figuratively to be torn up by the roots and transplanted 40 miles away will cause much of a sensation. And this is exactly what the Pope Mfg. Co. has decided to do.

The manufacture of Columbia bicycles and the others is to be transferred from Hartford to the company's factory at Westfield, Mass., where the Cleveland is produced. There is a tinge of the melancholy in the uprooting of the Columbia from the soil in which for a quarter of a century it has remained, and in which the little acorn grew into a mighty oak. But sentiment has small place in the stern demands of business, and the Pope Mfg. Co.'s action is inspired by a demand of the sort. Its automobile interests have waxed so large that there no longer is room or facilities for the manufacture of both in the Hartford plant. The crowding out of bicycles became imperative and the close proximity of Westfield and its well equipped bicycle factory makes their removal there largely a matter of course.

The removal will begin immediately, and it is expected will have been wholly completed within three months. The Westfield plant will be in charge of Edward E. Hinsman, who succeeds George C. Russell, who has just tendered his resignation as manager. Mr. Hinsman comes from the Pope works in Hagerstown, Md. He has had long experience in bicycle manufacture, having previously served as superintendent of the Spalding factory in Chicopee Falls, Mass., and later in the same capacity at the Meiselsbach plant, in Milwaukee, Wis.

The transfer of the centre of manufacture does not, however, carry with it the transfer of the sales department. This will remain in Hartford.

Readjusting Pope Agency Systems.

Possibly even more surprising than the Pope Mfg. Co.'s discontinuance of bicycle manufacture in its Hartford plant is the

announcement that, beginning July 1, the agency system of the Western department will be taken over and thereafter administered from Hartford. This means that all agents or intending agents for Ramblers, Crescents, Monarchs and Imperial bicycles will thenceforth remit, communicate and otherwise deal with Hartford headquarters, instead of with the Chicago factory. Those bicycles will continue to be made in Chicago, but so far as agents are concerned, the Western department will cease to exist; its sales department, after July 1, will deal only with the jobbing trade, which branch of the business Hartford will, in turn, relinquish. Jobbers will deal exclusively with Chicago exactly as agents will deal with Hartford.

Bankrupt McKee Fails to Get Discharge.

Judge Holt, of the United States District Court, has confirmed the report of the referee and refused to grant a discharge from bankruptcy to Joseph McKee, surviving partner of the firm of McKee & Harrington, formerly makers of Lyndhurst bicycles. A creditor's petition in bankruptcy was filed against the firm on August 13, 1903, and their schedules showed liabilities \$29,432 and assets \$4,412. The denial of the discharge is based on the transfer to Mrs. McKee the day the firm failed of \$500 cash and \$1,186 customers' notes.

Tire Prices Advance in England.

They have raised the price of tires in Great Britain. The notice of the increase was served on the trade in this charmingly refreshing manner by the India Rubber Manufacturers' Association.

"We beg to intimate that in consequence of the continued serious advance in the price of crude rubber," which gentle "intimation" was followed in the next line by the sledge hammer notice that "the price of all cycle tires and cycle materials generally will be advanced forthwith and all quotations withdrawn from this date."

Charles E. Lozier Goes to Pope.

Charles E. Lozier, for the last year with the Waltham Mfg. Co., has been appointed general manager of the Columbia Steel Works, Elyria, Ohio, controlled by the Pope Mfg. Co.

"BEST YEAR SINCE 1898"

Traveling Dealer's Declaration Based on His Own Success and That of Others.

"It is the best year since 1898—there's no doubt about it."

This was the opinion let fall by Frank C. Cornish one day this week when the present state of trade was brought up for discussion. Cornish, as most people know, not only conducts one of the most prosperous cycle stores, if not the most prosperous one, in Newark, N. J., but spends a lot of time "on the road" in the interests of Yale and Snell bicycles. He covers the territory from Maine to Washington, D. C., several times each year.

"Yes, sir, this is easily the best year since 1898," he repeated. "I've covered my territory regularly each year, and I think I ought to know. I tell you, the conditions are such that it is time people stopped talking of the 'poor old bicycle business.' There's nothing poor about it, although I'll admit that it is necessary to go outside of New York and Philadelphia to properly appreciate the betterment of the trade.

"When you find agents who last year sold five bicycles, who already this season have sold twenty-five, and others who sold twenty-five who have sold one hundred and twenty-five, you can't help believing that the tide really has turned, and that there is no reason for complaint or pessimism. The dealer who has not done very much better this year than for many years past is the exception, and not the rule.

"Why, take the case of my own store in Newark. I carried over 53 bicycles; they were cleaned out with the first breath of spring. Since then I've had 250 machines, and the demand has been that pressing that I've had most of them shipped from the factory by express. When it is necessary to do that sort of thing, there can't be very much the matter with a business. If the truth were known, there are a good many industries that would be reckoned fortunate if they were enjoying half the prosperity that has come to the cycle trade this year."

QUEER BAIT FOR BUYERS

Cycles as a Side Line to Banking—Well Known House in Cut Rate Scheme.

BICYCLES or motor cycles; any make, less dealers' discount; what make do you want? P. O. box —, city.

Back of this little advertisement, which appeared one day last week in a New York evening paper, is an interesting story—a story that places a large and well-known sporting goods house in no enviable light and which, if his name were mentioned, probably would cost at least one bank clerk his position.

It just so happened that when the advertisement appeared two *Bicycling World* men were "anxious" to obtain, less dealers discounts, one, a bicycle, the other a motor bicycle. The former "wanted" a Pierce, a National, a Racycle or a Columbia. He so wrote the nameless advertiser. The response was prompt and to the point—and was written on the stationery of a New York bank not far from City Hall Park.

"I will give you 15 per cent. on any of the makes you mention," said the letter. "I can make immediate deliveries. Should you call here some afternoon not later than 3:15, I could get it in a short time, same day, in about thirty minutes. My terms are cash with the order, as I pay for all my goods in advance. You can send me check or M. O. and call here at bank next day and get wheel. I give away three-quarters of my discount. Am doing this in spare time as a side line."

The idea of calling at a bank and obtaining a bicycle purchased at a cut price was too unusual and too tempting to resist. The "prospective purchaser" simply could not get to the bank quickly enough. He asked for the gentleman whose name was signed to the letter and he was promptly forthcoming. He proved a clean cut, well dressed young fellow of about 30, and was frank to a fault. He could get any of the bicycles asked for, but he recommended as the best without reserve and in glowing terms a particular one. How did he dare sell it at that figure? Oh, he had an arrangement with the sporting goods firm—the name of which he gave—that handled it, but, of course, his quotation was to be held strictly confidential.

The young man was so frank and engaging, and pleaded the cause of the bicycle which he favored so eloquently, that his caller was almost persuaded to close the deal on the spot! After turning the matter over in his mind, however, he decided that it was best to consult certain of his friends who knew more about bicycles than he did. As a result of this consultation he paid a second visit to the bank clerk, and informed him that he preferred either a Pierce or a Racycle! The young man did his utmost to induce a change of mind in favor of the bicycle which he so warmly espoused and

which, incidentally, is handled by the sporting goods house in question. The would-be purchaser was, however, unchangeable; he must have either a Pierce or a Racycle!

When it was apparent that his resolution in this respect could not be altered, the bank clerk became just the least bit dubious; he felt quite certain that he could get either of the bicycles desired, but was not so certain that he could make prompt deliveries. When matters finally narrowed down, he admitted that he knew something of the Pierce, but nothing of the Racycle; he did not even know where it was made. As he could not guarantee deliveries, of course, the deal was off, and the *Bicycling World* man was bitterly disappointed!

The latter's colleague, who desired a motor bicycle, was not more successful. Indeed, the negotiations in his case were broken off almost immediately after they had commenced, because of a queer development which placed the sporting goods house in what it is polite to term an ugly situation. The *Bicycling World* man in search of a motorcycle wrote for prices on an Indian, Rambler, Metz and Marsh. The reply was as prompt as in the other case; it was, of course, also written on the stationery of the same banking institution.

"The Indian and the Rambler are the best made," said the bank clerk who handled bicycles as a side line, "but the Indian is hard to get because the factory is limited as to output. The Rambler is just as good, better in some respects, and the Rambler people are a larger concern and you can get one more promptly."

He did not hold such high opinions of the other machines, but named a price on a Rambler that should be sufficient to stagger its makers if it came to their knowledge.

This second *Bicycling World* man also consulted friends, and thought he preferred an Indian. He so wrote the bank clerk. The latter promptly responded, endorsing the Indian unequivocally, but still lauding the Rambler highly. He named a price on the Indian that, while slightly higher than that of the Rambler, is yet low enough to make the Hendee hair curl. The young man warned the inquirer, however, that it would be necessary to keep the quotation confidential, and also to place an order immediately as the stock of machines on hand at the factory was not very large, and, as a result, it might take some time to make delivery!

It so happened that the day this communication was received George W. Sherman, the traveling emissary for the Hendee Manufacturing Company, was encountered on the street. He was laughingly asked if he desired to purchase an Indian at very much less than list price. He certainly was anxious to do so, and at the moment was en route to a gentleman, unknown to the trade, who had forwarded a check for even less than the agents' price to the Hendee factory. Sherman had been instructed to investigate the matter. When he took the documents in the case from his pocket, lo, and behold!

there was one from the bank clerk. He ordered a machine shipped to an address in New York, and, giving his name, stated that the bicycle had been purchased by a man whom Sherman recognized as one who, for several weeks, had been shopping around in an effort to evade the payment of list price.

Even more remarkable, however, was a letter of endorsement from the sporting goods house, with which the bank clerk had linked himself, which he enclosed with his order to the Hendee Manufacturing Company. This communication stated that Mr. — (the bank clerk), had formerly been in the bicycle business in Harlem, but had retired and was just about to re-enter the trade. He had not yet been able to fix up his place of business, or even to have his letterhead printed!

If ever he was in business in Harlem, the fact cannot be recalled, and at last accounts the bank clerk was still using the stationery of the savings institution with which he is connected, and was busily engaged in his occupation as interest clerk, apparently with no thought of going deeper into the bicycle business than making such "pin money" as is possible in the fashion detailed.

Nat Butler Gone to Paris.

Instead of diminishing the colony of American sprinters in Paris seems to steadily increase. The latest to seek fame and money on foreign tracks is the veteran, Nat Butler, who left so quietly that his departure was not generally known. Some of the papers on the other side have been advising Menus Bedell to get a hair cut, but they can certainly find no cause for complaint in Butler's case. The Bostonian rode his first race abroad—an hour affair—May 28, at the Buffalo track, Paris. Gongoltz finished first, Butler second, Darragon third and Bedell fourth.

Krebs Loses to Mayer in Paris.

Floyd Krebs, America's "Flying Dutchman," met defeat at the hands of the original "Dutch Flyer," Henri Mayer, at the Parc des Princes track, Paris, Sunday, May 28, in a one and one-third kilometre race. Mayer finished first in three heats. During the day Krebs scored one second and two thirds.

Kramer Finishes First at Antwerp.

Frank Kramer gave the "fans" of Antwerp a fair sample of American sprinting Sunday, May 28, when he finished first in three-kilometre heats, beating out Schelling and Friel, the French starters.

Fenn Wins Kilometre Scratch Race.

At the Buffalo track, Paris, Sunday, May 28, W. S. Fenn crossed the tape first in the one-kilometre scratch race. Fenn had pitted against him Piard, Heller and Gardellier.

The Retail Record.

Poultney, Vt.—George Clark opened repair shop.

TRICKED BY FAKE DEALER

How a Long Island Doctor was Imposed Upon with a "Doctored" Motorcycle.

Of "ways that are dark and tricks that are vain" the Chinese has no monopoly. There are those who go to make up the get-rich-quick institutions, the fake storage companies and other classes of nimble industry who ask no odds of the pig-tailed being, and who require none. One of these tricks was last week played on a Long Island physician by one of the nimble witted ilk in a manner that he is likely to remember for some time.

The Long Islander wanted a motor bicycle, and, attracted by the seductive advertisements of the tempters, walked into their parlor. He wanted one of the best known motorcycles on the American market. Of course, the last one had been "sold yesterday." They expected a shipment to arrive, however, in the course of the day, and if the gentleman would call later it was quite probable that they could fill his order. He promised to call and did so.

Meanwhile, his tempters scoured around in an effort to obtain one of the particular motor bicycles desired. As a last resort they telephoned an agent for the machine. Did he have one in stock? It so happened that one had arrived that very morning. At what price would he sell it?

In a moment of mental aberration the agent fell. He was not anxious to sell it to such people, and, accordingly, named a price so high that he did not dream that it would be accepted. But it was instantly snapped up, and within the next half hour a check for the full amount was in his hands and the machine out of his establishment.

While bewailing his lapse, two days later he received a telephone call from a town on Long Island asking if he could not send someone to examine a motor bicycle which refused to run. He himself went down the next day—Sunday. Immediately he laid eyes on it he recognized the machine he had sold to the firm of peculiar methods, although, as a matter of fact, for a machine less than a week old it was a sorry looking affair. The tank was badly battered, and the enamel of the frame scratched. The causes of its refusing to run were quickly located; there were several of them, the most remarkable being a length of brass piping in the gasoline tank. The whole appearance and adjustment of the machine suggested that it had been purposely set wrong, in order, as one of the men concerned opined, that its purchaser might quickly become disgusted with it and sell it back to the firm of peculiar methods as a secondhand machine, and, of course, at a greatly reduced price. Whether or no this is one of the tricks that are dark, for which the firm is notorious, when the purchaser disclosed the details of the transaction the agent for the machine fairly gasped. The firm had actually con-

vinced the physician that the compensating sprocket and imported saddle, with which the machine is regularly equipped, were "extras," and had obliged him to pay \$15 more than list price, or \$225 for a \$210 machine.

Now that he knows he was robbed, the motorcyclist-doctor, it is said, is not unlikely to bring proceedings to expose the firm and its methods.

Cross-Continent Record Breakers Start

When Harry Early and Emil Leuly, the two New Jerseymen, leave the New York City Hall to-morrow morning at 7 o'clock on their record breaking jaunt of some thirty-five hundred miles to San Francisco, they will carry with them a letter from the Mayor of New York to the Mayor of Frisco. His Honor of the East conveys his compliments



HARRY EARLY EMIL LEULY.

to His Honor of the West, and trusts he is enjoying good health.

Both Early and Leuly are full of their undertaking, and as the love of the bicycle fills their hearts, one of their ambitions is to make the cross continent automobile record "look like thirty cents." It now stands at 33 days, and while they are doing no boasting, the cyclists have every confidence that the Mayor of San Francisco will receive the letter intended for him well inside that period.

The Bicycling World has arranged to receive daily reports of their progress.

Keeping It Up in Texas.

So successful was the track meet of the Mission City Wheelmen at San Antonio, Tex., May 30, that the club will give a thirty-mile road race July 4. The "missionaries" are making a commendable effort to revive bicycle racing in the Lone Star State, and judging from the way their initial meet on Decoration Day was received, they are succeeding nobly.

FRISCO'S ENDURANCE RUN

Motorcyclists Experience Strenuous Times in First Contest—An Original Result.

California's first motor bicycle endurance contest—and the most strenuous one-day event that has yet occurred—which was held May 28 under the auspices of the San Francisco Motorcycle Club, had rather an original result. Of 18 entries, 17 started, 13 of whom reached the turning point at Del Monte (124 miles) on time. Of the 13, three fell by the wayside on the return journey to San Francisco (256 miles).

The 10 survivors were all awarded perfect scores. Although none was supposed to reach Del Monte before 11:45 o'clock, or San Francisco before 8:30 p. m., as all who reached those points were away ahead of their scheduled times, they halted outside the control limits at Del Monte, and, becoming impatient, mutually agreed to cross the line together and claim the same score. It is naively explained that "as this was a reasonable proposition, the judges could not rule otherwise." The same procedure was followed at San Francisco, where C. C. Hopkins was first to finish at 6 o'clock, closely pursued by the others. Their official time of finishing was, however, recorded as 8:30 p. m.

The ten who survived and were awarded perfect scores of 100 points were as follows:

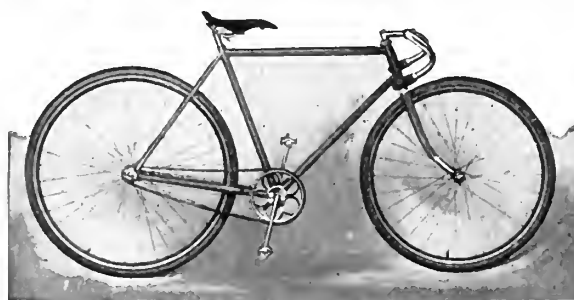
	W. of	W. of
	M. H. P.	R.
F. A. Genung, Oakland....Duck	110	134 180
M. Fink, San Francisco....Yale-Cal.	110	2 180
L. B. Smith, San Francisco....Indian	110	134 130
C. C. Hopkins, San Francisco....Indian	110	134 170
F. E. Karstake, Oakland....Duck	115	2 140
J. H. Nash, San Francisco....Indian	110	134 165
C. A. Bowman, San Francisco....Indian	110	134 160
J. H. Fray, San Francisco....Rdg. Std.	110	134 150
F. E. Carroll, San Francisco....Indian	110	134 141
J. H. Fry, San Francisco....Rdg. Std.	110	134 150

The other starters were Thos. A. White (Ramblers), J. M. Litchfield (Indian), O. E. Dennis (Indian), H. Anthony (Yale-California), W. H. Husted (Armed), F. H. Puck (Yale-California), and David Wilkie (Duck). Of these Litchfield, Anthony and Puck reached the half way point at Del Monte and were bowled over on the return journey.

The start was made from Oakland at 3:30 o'clock in the morning, under adverse conditions. A heavy fog which had prevailed for two days still hung over the country, and the streets of the city were wet and slippery to the danger point. En route to the starting point, Hopkins and Corbaler skidded and sustained nasty falls.

Generally speaking the roads were in good condition save between Salinas and Del Monte, a distance of 18 miles. This stretch had been recently oiled and was treacherously slippery to the point of danger. The California press had given the event an abundance of publicity, and as a result a deal of interest was aroused and the roads in many places were lined with spectators awaiting the riders.

Of the men who failed to finish White and Litchfield were bowled out by spills that put their machines out of the running. Dennis was taken sick and retired, and Husted ran into troubles which he could not overcome.



National, Model 80 Special

The weather for the last four months has not been good for racing, but on the other side of the world they are doing good work on the Nationals. The last of January at one meet in New Zealand, two National riders scored four firsts, three seconds, three thirds and six fourths, and at the Timaru Sports, another National rider won all races on the program. They have found out that Nationals are winners, and send 15,000 miles to get them.

In thirty days the sport will begin in the U. S. The Model 80 special National is the winner. Show a sample and it will sell.

NATIONAL CYCLE MFG. CO., Bay City, Mich., U. S. A.

If it is only a question of Price—buy the inferior kind;
but if it is Quality you must insist on being furnished

THE FISK MECHANICALLY-FASTENED TIRES

These tires are not made to sell in competition as to price. With respect to materials and workmanship the principle followed has been to supply the best obtainable, in the belief that Quality must prevail in the long run.

It is Perhaps Possible to Make as Good Tires as the Fisk, but We do not Know of Anybody Who is Doing So.

THEY NOW STAND PERMANENTLY PRE-EMINENT.

THE FISK RUBBER COMPANY, Chicopee Falls, Mass.

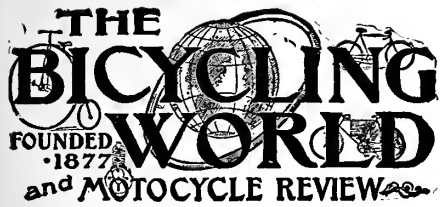
BRANCHES:—New York, 754-756 Seventh Ave. Chicago, 1251 Michigan Ave

BOSTON, 226 Columbus Ave.
SPRINGFIELD, 40 Dwight St.
PHILADELPHIA, 828 Arch St.
ATLANTA, 103 N. Pryor St.

SYRACUSE, 423 So. Clinton St.
BUFFALO, 893 Main St.
CLEVELAND, 318 Euclid Ave.
DETROIT, 254 Jefferson Ave.

ST. LOUIS, 3908 Olive St.
OMAHA, 1116 Farnum St.
KANSAS CITY, 1330 Main St.
MINNEAPOLIS, 704 Hennepin Ave.

DENVER, 1534 Glenarm St.
SAN FRANCISCO, 114 Second St.
LOS ANGELES, 1034 So. Main St.



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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, JUNE 10, 1905.

To Maintain the Prosperity,

The cheering uplifting of the cycle trade that is so observable this year carries with it or should carry with it suggestions of certain duties, the performance of which the manufacturers and dealers owe to themselves as much as to anyone. In the fewest possible words the chief of these duties is to profit by the experience of the past, which certainly was not lacking in wholesome lessons.

Every man has his own ideas as to what were the causes of what for want of a better term may be referred to as the "decline of cycling." The range of these ideas is both varied and variegated. Shoddy bicycles, shoddy tires, high gears, hard saddles, dropped handlebars and other similar etcetera figure prominently in all opinions of the sort, and there is small doubt but that each contributed a drop in the cup of bitterness.

The logic of the present situation is to steer as far as possible from the shoals on which the ship stranded, and it is for each remaining maker and dealer to trace his previous course and keep constantly in mind what he conceives to have been the rock or rocks on which he struck, having first divested him-

self of all hope or suggestion that the conditions that prevailed during the boom were either healthy or normal, or that they ever will return. The public was then cycle-mad; it was a species of insanity for which there is no accounting, from which the trade itself did not wholly escape. In their delirium both buyers and sellers closed their eyes to that which was perfectly obvious to the sane person. And there is no doubt that the present return of reason and clear-eyedness is due to realization of the fact. A large part of the populace is now able to see the merits of things which once it rejected—the very things which contribute to creature comfort and satisfaction. The exquisite zest that the coaster brake affords was as plain years ago as it is to-day; the advantages of the two-speed gear were as manifold and as patent then as now, but all such devices were waved aside. The hard, unyielding saddle is as ungrateful to-day as ever it was, while the cheap wheel, the cheap tire, the high gear and the low handlebars added as much to labor and discomfort as they do to-day. The substantial and easily appreciated benefits of even so small a thing as the telescopic tire pump, now coming into universal use, were lost to view, and for years the slow, vexing and generally miserable little inflator was paramount.

It is now easily possible to discover how great and how general was the blindness that existed; it is so great as to make men gasp and wonder what was the matter with themselves.

If, therefore, the present uplifting of the trade is to be made secure and is to be maintained, the maker and the dealer must truly concern themselves with the conditions that now prevail. If the old plan is persisted in of selling a cheap bicycle or a cheap tire, simply because it is much more easily sold than a bicycle or a tire of quality, the continuation of prosperity is doubtful. It is for the dealer to induce men and women to ride better wheels than ever they rode before—better in quality when possible, better in creature comforts, where quality previously was secure. He must actually concern himself with the gears and saddles and handlebars of each individual purchaser. He must paint the glories of coaster brakes and two-speed gears. He must seek to have each rider so well suited and so well pleased that the rider's eyes shall be fully opened, and that he shall become such an advocate of cycling as to induce "those to ride who never rode before, and those who ride to ride the more." The way to do it is plain.

The dealer of to-day is equipped to answer any objection that may be brought to bear against cycling. The material—the devices that make this possible, are within easy grasp. He can answer even that vague, but once apparently insurmountable objection, "Cycling is too much like work." The motor bicycle supplies the answer.

"Justice" Based on Hatred.

If desire to do real justice existed in the Connecticut legislature, the injury and damage sustained by the motorcyclist who was run down by an automobilist in Hartford last week would quicken the legislative conscience. It is feared, however, that desire of the sort does not exist in that body of law manufacturers.

This attitude was made fairly clear when the Federation of American Motorcyclists, which has been making a quiet effort to have motorcyclists exempted from the provisions of the pending automobile bill, sought to enlist support. Getting in touch with the chairman of the committee in charge of the measure, the spokesman for the F. A. M. pointed out the perfectly obvious fact that any man mounted on two wheels is absolutely at the mercy of any man mounted on four wheels, whether the wheels are attached to automobiles or horse-drawn vehicles; he even cited his own personal experience. Only last fall he had been run into by a farmer's wagon and rendered unconscious, seeing which the "honest and courageous farmer" whipped up and escaped. The statesman listened with courteous consideration and kindly bearing. When he had heard the whole argument he shook his head, and with every fibre of his being twitching with the exquisite sense of equal and exact justice, this is the substance of what he said:

"I'll do what I can for you, but I'm afraid I can't do much. The farmers hate motorcycles almost as much as they hate automobiles."

And thus simply because of the hatred of one class of citizens, who chance to rule the Connecticut legislature, the Connecticut motorcyclists, unlike other cyclists, probably will remain not only at the mercy of the automobilist and the horseman, but will continue to pay a fee for that peculiar brand of protection and be compelled to display tags as evidence that the fee has been paid, or—sublime and ruralistic thought!—as evidence that they may not escape the consequences of charging into and demolishing farmers' wagons, brewery trucks or possibly automobiles!

SALT LAKE OPENS NEW TRACK

Hopper Wins Principal Event in a Close Finish—Nearly 4,000 People Present.

Salt Lake City's new saucer was formally opened for the season Decoration Day, 30th ult., and notwithstanding the fact that many other attractions were in progress at the time, nearly 4,000 persons were at the board track to witness the events.

The most exciting event was the professional five-mile lap race—Emil Agraz set the pace most of the distance and carried off most of the lap prizes. At the bell, N. C. Hopper, Hardy Downing, Saxon Williams, Hollister and Agraz were bunched and when the riders rounded the last turn the speedy little Hopper let out his slender but sinewy legs and dashed over the tape several yards ahead. Downing was second and Williams rode across third. Time, 10:46 $\frac{1}{2}$. When the riders came down the stretch the band started playing "Sister Mary Walks Like this," but the spectators thought she must have a lively gait if she could travel at the clip the riders were going.

Hollister crossed the narrow black line first in the three-quarter mile professional, with Burris second. E. E. Smith finished third, and Leyland fourth. Time, 1:25 $\frac{1}{2}$.

S. H. Wilcox and "Sid" Ellsworth had little difficulty in finishing first in the two-mile tandem. Weiser and Morgan crossed second, and Castro and Marty third. Time, 4:06 $\frac{1}{2}$.

The quarter-mile open event for amateurs was one of the fastest and most exciting races. J. B. Humes crossed the tape first in the first heat, with "Sid" Ellsworth a close second. Fred Castro was third. The quarter was reeled off in the fast time of 30 1-5 seconds. The fastest heat, however, was the final. This went to Hume, in 30 seconds. Harry Weiser finished second, and C. Marty third. Summaries:

Quarter-Mile Open, Amateur—First heat, J. B. Hume, first; Sidney Ellsworth, second; Fred Castro, third; I. H. Mills, fourth. Time, 30 $\frac{1}{5}$. Second heat—S. H. Wilcox, first; Harry Weiser, second; Victor Larsen, third; J. H. Tate, fourth. Time, 31 2-5. Third heat—C. Marty, first; J. B. Smith, second; T. D. Morgan, third; Joseph R. Rayborn, fourth. Time, 31 2-5. Final heat—Hume, first; Weiser, second; Wilcox, third; Marty, fourth. Time, 30.

Three-Quarter Mile Handicap, Professional—First heat, Achorn, first; E. E. Smith, second; John Burris, third; N. C. Hopper, fourth. Time, 1:28 $\frac{1}{2}$. Second heat—Iver Redman, first; Hardy Downing, second; Leyland, third; Hollister, fourth. Time, 1:27 $\frac{1}{2}$. Final heat—Hollister, first; Burris, second; Smith, third; Leyland, fourth. Time, 1:25 $\frac{1}{2}$.

Two-Mile Tandem, Amateur—Wilcox and Ellsworth, first; Weiser and Morgan, second; Castro and Marty, third; Grinnett and Tate, fourth. Time, 4:06 $\frac{1}{2}$.

Five-Mile Open, Professional—N. C. Hopper, first; Hardy Downing, second; Saxon Williams, third; Hollister, fourth. Time, 10:46 $\frac{1}{2}$.

Walthour Defeats Moran at Boston.

Last year it seemed to be "Lucky Jim" Moran of Chelsea upon the Boston tracks, but so far this season the Irishman is having all kinds of proverbial hard luck. Last Saturday night, 3d inst., at the Revere Beach track, Moran met his second defeat of the week, just at the time when odds appeared in his favor. The event was a three-cornered twenty-five mile motor-paced race between Walthour of Atlanta, Ga., Louis Mettling of Jamaica Plains, Mass., and Moran, the Chelsea sprinter.

Walthour, paced by Gus Lawson, took the pole at the start, and Mettling, with Fred White on the machine, was second. Moran was paced by Turville. Mettling showed a sudden burst of speed at first and essayed to take the lead. He managed to get a quarter of a lap ahead, but Moran soon caught up to him. Walthour was going slow and at the end of the first mile was over a third lap in the rear. On the first lap of the fourth mile Moran lost his pace, but soon regained it and worked his way to the front, where he stayed until the fifteenth mile. Then Walthour, who had been fighting to get past Mettling, succeeded and took a position in front. It is hardly probable that the Southern rider would have gotten past Moran had not the latter suffered a puncture. This lost him four laps.

Mettling had been losing ground gradually, and when Moran straddled a new mount he was soon left behind. Hard luck still followed the Chelsea rider, and the motor began to miss fire. Moran dropped out in the twentieth mile. Walthour finally won in 37:56 3-5.

The two amateur events were productive of good sport, particularly the one mile lap race. W. S. Younie of Chelsea got first place on points. Matt Downey of Jamaica Plains finished second. Time, 2:07 2-5.

Downey captured the five-mile open, with J. B. Coffey second. The fight for third place was close and to many looked like E. L. Collins of Lynn was a shade ahead when the tape was crossed. McKinnon, though, was given third place. Time, 12:01 2-5.

Salt Lake's Swift Youngster.

Over a thousand people in observation trains saw Robert Stephenson, a lad of seventeen, with six minutes' handicap, sprint to the front and over the tape first in the annual eighteen-mile road race between Salt Lake City and Farmington, on Decoration Day, May 30. This year's race was the best and fastest that has been held for several years. The fight for place honors was between Stephenson and James Palmer, who also rode with a handicap of six minutes. Just before the tape was reached the former rider made a phenomenal sprint that put a gap of one second between himself and his rival. Stephenson's time was 48:47. The time prize went to Charles Archbold, with two minutes' handicap, who covered the eighteen miles in 46:48.

The roads were not in the best of condition, owing to overflows from irrigation ditches, and these conditions caused several bad spills and smashed wheels.

OGDEN'S AUSPICIOUS OPENING

Close Events That Kept a Big Crowd on Its Feet Yelling with Enthusiasm.

With a big crowd standing on its feet nearly all the time, and continually yelling like mad as bunch after bunch of supple-limbed riders sprinted around the saucer, scarcely six inches apart, the new board track at Ogden, Utah, may be said to have had an auspicious dedication Thursday, May 25. Several thousand people had gathered at the track long before the first event was announced, several hundred coming from Salt Lake City in a special train. Judging by the reception accorded the riders the first night, the new Ogden saucer will prove a financial success for its promoters. It is fast, too, and it is freely predicted that before the season is over, many records will go by the board.

A one-mile novice race opened the season and officially christened the new saucer. J. Murphy crossed the tape first in the fast time of 2:11 3-5; Farr was a close second, and Aufhammer finished third. The quarter-mile professional followed, and here is where the crowd started "rooting." Samuelson won the first heat from Edward Smith by only six inches. N. C. Hopper finished first in the second heat, with Hollister close behind. Samuelson, Hopper, Hollister, Smith and Williams qualified for the final heat, and when the men were shoved off, they did not take time to loaf. The riders were bunched when they came down the stretch, and when the tape was crossed it was hard to pick the first man over. Samuelson got the decision, with Hollister second and Hopper third. Samuelson's time was 0:29 4-5, only 1 3-5 seconds slower than the record made by Frank Kramer in 1902.

The five-mile lap race was also a "cracker." Samuelson crossed the line first; Hopper, second; Williams, third, and Agraz, fourth. Only three feet separated the riders at the tape. Time, 10:58 1-5.

Wilcox finished first in the two-mile event for amateurs. Fred Samuelson was second. Wilcox's time was 4:13 4-5, just 3 seconds slower than Marcus Hurley's record. T. M. Samuelson rode one mile exhibition on a motorcycle in 1:18 3-5. Summaries:

One-mile, novice.—J. Murphy, first; Eugene Farr, second; G. Aufhammer, third. Time, 2:11 3-5.

Quarter-mile professional.—First heat—W. E. Samuelson, first; Edward Smith, second. Time, 0:30 2-5. Second heat—N. C. Hopper, first; Hollister, second; Saxon Williams, third. Time, 0:30 1-5. Final heat—Samuelson, first; Hollister, second; Hopper, third; Smith, fourth. Time, 0:29 4-5.

One-mile motorcycle exhibition.—T. M. Samuelson. Time, 1:18 3-5.

Two-mile amateur.—Wilcox, first; Fred Samuelson, second; McCormick, third. Time, 4:13 4-5.

Five-mile professional.—W. E. Samuelson first; N. C. Hopper, second; Saxon Williams, third; Emil Agraz, fourth. Time, 10:58 1-5.

VAILSBURG TEST A FIZZLE

Newark Police Judge Discharges Defendants—His Views on Sunday Observance.

Judge Sweeney, in the Fourth Precinct Police Court, Newark, N. J., on Wednesday morning, dismissed the complaint against Charles B. Bloemecke, owner of the Vailsburg board track; Frederick Voigt, the manager; Solomon Devries, the ticket seller, and Edward Rupprecht and Charles Franks, the riders, all of whom were arrested Sunday, May 7, after a prearranged attempt to hold bicycle racing at the track to test whether the Newark Police Board had a right to stop the sport or not. After the hearing several weeks ago Judge Sweeney paroled the prisoners until the grand jury should find an indictment. The papers were made out and sent to the grand jury, but as nothing had been done in the matter Judge Sweeney decided to dismiss the case against the race promoters and riders.

After reviewing the original formal complaint, Judge Sweeney said: "In the judgment of this court simple justice and a sound public policy requires me to discharge these gentlemen in this case.

"If the Police Commissioners and the churches could have the advantage of personal observation of the law, as I have, or Chief Adams and Captain Vogel, I feel they would see, as I do, how healthful the clean outdoor amusement is to the right observance. According to the newspapers, I estimated that the attendance last Sunday at Electric Park and the ball games and other outdoor recreation was between thirty and forty thousand. Any one who stood at Market and Broad streets could see the thousands of persons who were out to enjoy God's out-of-doors.

"Burke said he did not know how to indict a whole people. I confess my limitations as to how I could indict the thousands who were enjoying the healthy outdoor recreation last Sunday.

"The significance of this matter is in the testimony of the chief. He said there had been no arrest since he had become chief in any case of these outdoor amusements, whereas I had two cases in my court last Sunday, one a stabbing affray and another an atrocious assault case, both of which occurred in back yards. It is wholly unnecessary for me to say it, but I think it would be a great mistake for me to assume that the churches are opposed to Sunday recreation and to the working classes. I would be mighty sorry to have the impression go out in that respect. There have been three notable addresses on the Sunday question since this case came up."

The court then went into commendatory references to the situation in other cities.

"You understand," Judge Sweeney said to Judge Raymond, counsel for the prisoners, "that in dismissing this complaint it does not prevent the grand jury from indicting these men on an original motion. I think I would

be doing these men a great injustice not to discharge them. In doing so I want to state that I must refuse to take any further complaints of this nature at this time."

The defendants left the court. Judge Sweeney folded the complaint and ordered it returned to the Prosecutor, after he had written on the back of it his disposition of the matter.

Acting Chief Adams later said that Judge Sweeney's decision would not change his attitude on the question of Sunday bicycle racing. "There will be no racing at Vailsburg next Sunday, nor on any other Sunday!" he emphatically concluded.

However, that remains to be seen.

Won by a Veritable "Dark Horse."

It was a veritable "dark horse" that finished first in the nineteenth annual road race at Grand Rapids, Mich., Decoration Day, May 30, which was promoted by the Bicycle Dealers' Association. H. Nelson, a negro lad, starting from the three-minute mark, won both place and time prizes, finishing in 39 minutes 34 seconds. As he cannot take both prizes under the rules, the second racing wheel will go to J. H. Krutzenga, who from scratch negotiated the distance in 40:51.

The race was held over the Plainfield course, and for several miles the twenty-four riders had to practically wade through mud. There were a few accidents, but none of them were serious. On the way out one of the riders ran over a canine and brought several of the scratch men down. The finish of the race was highly exciting near the tape. On account of the heavy roads it had been expected that the course would not be negotiated in less than an hour, and there was considerable surprise when the ebony-hued son of Ham poked his nose from behind the horse barns at the far end of the home stretch in less than forty minutes from the start. Howard Ferguson, also in the three-minute class, was second, and came within an ace of beating the dark rider out at the tape. The closest finish was between Miller, Walsh, Preston and Cornelius. Summary.

Pos.	Rider.	Hdep.	Net Time.
		m. s.	m. s.
1	H. Nelson	3:00	39:34
2	Howard Ferguson	3:00	41:10
3	John Miller	4:30	43:33
4	A. D. Preston	4:30	43:34
5	Thomas Walsh	4:00	43:05
6	J. J. Cornelius	4:00	43:07
7	Clairence Willey	5:00	43:55
8	W. H. Veenstra	4:00	44:33
9	H. De Graaf	4:00	44:40
10	Robert Tyler	4:00	44:42
11	J. H. Krutzenga	scratch	40:51
12	Walter Lardie	5:00	46:50

Others to finish were: 13, Walter Longfield (4:00), 43:00; 14, E. L. Kellog (scratch), 42:07; 15, J. A. Rookus (3:00), 45:22; 16, Frank Elmer (1:00), 43:45; 17, Warren Wheeler (4:30), 47:20; 18, Ward Vintore (4:00), 47:02; 19, John Love (5:00), 51:30; 20, Fred Gilmore (scratch), 48:00; 21, Joseph Martin (5:00), 55:00.

Time prize winners—H. Nelson (3:00), 39:34; J. H. Krutzenga (scratch), 40:51; Howard Ferguson (3:00), 41:10; E. L. Kellog (scratch), 42:07.

KRAMER EXPLAINS "BORING"

Why His Race on the Crystal Palace Track in London was Protested.

With the arrival of the English publications comes additional information regarding Kramer's disqualification for "boring" in the one-mile race at the Crystal Palace track, in London, May 20. It seems that during the race Mayer, the German, was just in front of Kramer, and the former accidentally rode off the track into the grass. Kramer immediately sprinted by Mayer and finished first. Thereupon the indignant "Dutchman" put up a howl and claimed that Kramer intentionally fouled him, not giving him a chance. The English officials allowed the protest. An English racing rule, that a rider cannot take another's ground unless the former is one clear length ahead, was the basis of the decision. Kramer was ignorant of this rule, and therefore did not know he was fouling Mayer. Just before he left England for France the American champion said to the English judges:

"I am sorry there was trouble—that's the first time I have ever been protested against for unfair riding. I should just like you to come over to the States and see how the races are ridden there. You will find it exactly the same as I rode in the mile. I only wish you had told me beforehand of your rule as to being one clear length ahead before taking a man's ground."

Atlantic Wheelmen Plan Century Run.

The first annual century run of the Atlantic Wheelmen, of New York City, whoever they may be, will take place on Long Island roads, Sunday, June 25. Starting from Bedford Rest, Brooklyn, at 6:30 A. M., the medal hunters will ride to Coney Island, Jamaica, Valley Stream, Hempstead, Amityville and Hicksville, where a halt will be made for dinner. The return will be via Freeport.

Meyers Heads Standard Wheeling Club.

These officers have been elected by the Standard Wheeling Club, of Buffalo, N. Y.: President, John Meyers; vice-president, Albert Schwat; financial secretary, Frank Schusterbauer; corresponding secretary, Peter Fiest; treasurer, William Sprissler; captain, Fred Schwat; sergeant-at-arms, Thomas Frey.

"Enclosed is postal order for a year's continuance of the Bicycling World. I could not very well run my business without it, so helpful and inspiring has it proven. I regard it as the champion of the grandest sport and the most useful vehicle ever known. It deserves to find its way into the hands of every dealer, at least."—Miles McIntyre, Canyonville, Oregon.

WARM WORK FOR KRAMER

How and Why America's Champion Led a French Mob in a Foot Race.

From Paris comes the thrilling tale of recent experiences of Frank Kramer, America's champion sprinter. Beseiged in his training quarters by a mob of several thousand frenzied Frenchmen, Kramer managed to escape his quarry and led his pursuers a merry chase of a mile and a half across country. The American sprinter proved quite as good a runner as pedal pusher, and in the end eluded the most fleet-footed of the mob.

Roubaix, France, is a cycling mad centre. It has a splendidly equipped, high-banked board track, and the natives are as enthusiastic over the sport of cycling as it seems possible for a community to be. Kramer had agreed to ride in a tri-cornered match against Bader, of Germany, and Friol, of France. Being a strictly international affair, the home track of Friol, and the first appearance in Roubaix of the American champion, the match drew like wildfire. In spite of the threatening condition of the weather, over 12,000 people had assembled at the track, when a heavy shower swept over that section of the country and thoroughly drenched the track and several thousand people who could not get under cover.

It came time for the race to be put on, and the non-appearance of the contestants caused the crowd to become impatient. There were frequent shouts of "Vive la Kramer," when he appeared on the track in racing costume, but these shouts quickly turned to rage when, after a cursory examination of the track of the slippery boards, the American shook his head, declaring the track too dangerous for him to sprint on. Nor was the crowd appeased when Bader and Friol came out of their quarters and pedaled slowly around the oval. The crowd continued to call for Kramer, and the latter finally agreed to appear on his wheel. The track is a "whaleback" affair, and Kramer had not pedaled around the first turn before his wheel started slipping from under him. Opposite the training quarters on the back stretch the champion dismounted and went in.

In an instant the crowd realized that their chance of seeing Kramer ride that day was gone, and a mad rush was made across the field for his rooms. When they arrived, a locked door confronted them, but this only added fuel to the flame, and as the crowd became more and more demonstrative, the situation became alarming. While Kramer hastily slipped on his street clothes, Coquelle, his European manager, energetically attacked the rear wall of the training quarters with a heavy bicycle pump. In a minute several boards were knocked off, and Kramer and his trainer, John Neville, fol-

lowed by Coquelle, slipped through the opening.

The sound of blows quickly apprised the crowd that they were being cheated of their prey, but before they could make their way around to the opposite side of the track, the trio had secured a good lead. It was a chase of a mile and a half across country before a conveyance could be secured, and it was only the good running qualities and advance start that saved the three from being attacked, as some of the crowd were in sight and gaining rapidly when Coquelle, much exhausted and last of the three, reached the cab. Once the driver got out his whip it was all off for the pursuers, and the trip back to Paris was made without further incident.

The cycle fans have made such insistent demands upon the track managers to bring Kramer back, and such a flattering financial proposition was made by the latter, that the American rider has agreed to take another chance with the weather and appear. If it is clear the fans of Roubaix will have a chance of watching the American ride, but it is safe to say that if the weather is at all threatening, Kramer will much rather prefer to stay in Paris, for the experience of his previous visit is enough to send cold quivers down his spinal column.

Only the Record Remained Unbroken.

Hardy K. Downing failed to break the one-mile motor-paced record at the new Ogden saucer May 28, but the "fault was not Hardy's," states the Ogden report. "The motor went to the bad. It lost a plug, slipped a cog, blew out a cylinder, failed to spark, or some other old thing." That seems to explain the trouble, and the readers are supposed to discover the reason in these lines. However, Downing did not finish.

A large crowd was out and enthusiastically applauded the riders as they sprinted around the eight-lap wooden bowl. The events were close and exciting and the time was fast.

Following is the summary:

Quarter-mile open, amateur.—First heat—Hume, first; Wilcox, second; McCormick, third; Starbuck, fourth. Time, 0:30 4-5. Second heat—Marty, first; Morgan, second; Castro, third; Ellswood, fourth. Time, 0:32. Final heat—Hume, first; Wilcox, second; Morgan, third; McCormick, fourth. Time, 0:30 1-5.

Half-mile open, professional.—First heat—N. C. Hopper, first; Burris, second; Hollister, third; Redman, fourth. Time, 1:02 3-5. Second heat—Saxon Williams, first; Smith, second; Emil Agraz, third; Hedgren, fourth. Time, 1:03 1-5. Final heat—Williams, first; Smith, second; Burns, third. Time, 1:02.

One-mile, handicap, amateur.—Larsen, first; Wilcox, second; McCormick, third; Castro, fourth. Time, 2:08.

Two-mile handicap, professional.—N. C. Hopper, first; Hollister, second; Burns, third; Redman, fourth. Time, 4:03 1-5. Lap prize winners—Burris, 5; Leland, 4; Hollister, 3; Acornb, 3.

MISSION CITY'S LIVELY MEET

Texas Revives Racing with Vlm—Contests Create Enthusiasm at San Antonio.

Down in the Lone Star State the Texans are waking from their prolonged sleep, and bicycle racing is to come into its own. The sport used to be popular, and naturally its rejuvenation is the cause of great rejoicing. The Mission City Wheelmen, of San Antonio, are responsible for the resurrection. On Decoration Day, May 30, the Mission City organization held a revival meet at the fair ground track and an enthusiastic crowd of spectators greeted the riders.

The events were close and exciting. Arthur Morse crossed the tape only a few inches ahead of John Lewis, in the three-quarter mile open. Eugene Bonnett sprinted for a quarter-mile and finished third. Time, 2:01. In the mile and a half handicap the back markers stood little chance against the long lead of the limit men, and when the tape was crossed, E. G. Block, who started from the 320-yards mark, was leading. John Colson, with 330 yards, crossed the tape second, and Walter Silcock, 220 yards, was third. Block's time was 3:53. John Lewis finished first in the quarter-mile open, with Charles Davis a close second. Louis Ledbetter was third. Time, 0:53 2-5.

Easily the closest race of the meet was the three-mile handicap. John Lewis and Richard Mader started from scratch, and after two miles had been reeled off were up with the limit men. When the stretch was entered, Eugene Bonnett, 75 yards, was leading. Lewis and Mader sprinted by the bunch on the outside and managed to ride across second and third, respectively. According to his name, Louis Ledbetter should have finished first, but the best he could do was to come in third. Time, 8:03 3-4. The three-cornered pursuit race, limited to eight laps, went to Richard Mader, with Eugene Bonnett second. The other contestant was Charles Davis. L. F. Birdsong, on a Yale, finished first in the three-mile motorcycle race. His time was 6:09 2-5. Summaries:

Three-quarters mile, open.—Arthur Morse, first; John Lewis, second; Eugene Bonnett, third. Time, 2:01.

One and one-half miles, handicap.—E. G. Block (320 yards), first; John Colson (330 yards), second; Walter Silcock (220 yards), third. Time, 3:53.

Quarter-mile, open.—John Lewis, first; Charles Davis, second; Louis Ledbetter, third. Time, 0:35 2-5.

Three miles, motorcycles.—L. F. Birdsong, first. Time, 6:09 2-5.

Three-mile, handicap.—Eugene Bonnett (75 yards), first; John Lewis (scratch), second; Richard Mader (scratch), third; Louis Ledbetter (75 yards), fourth. Time, 8:03 3-5.

Eight-lap pursuit race, between Richard Mader, Eugene Bonnett and Charles Davis. Won by Mader; Bonnett, second.

NOT A "HOODOO," BUT WORSE

Causes of the Motor's Kinks—Signs of Suffering That Can Be Cured.

Though he be neither an expert mechanic nor an engineer, it does not take the average motorcyclist very long to learn most of the ins and outs of the motive power of his mount, and for all ordinary purposes this quickly acquired knowledge of its requirements suffices to carry him a long way. But there comes a time, sooner or later, when the engine develops kinks that are harder to comprehend and which the unreasoning are in many instances willing to ascribe to a "hoodoo." After trying what appears to be every conceivable method of curing the defect without result, this explanation is soul satisfying; it relieves him from further search for the trouble, and he lets the engine run, if it will, in its deranged condition. To the one, however, who knows to a certainty that there is a cause behind every default, this method of explaining it away does not appeal, and, with a careful investigation, he is usually able to point out the trouble.

And one of the derangements that the beginner is apt to put down to a hoodoo is a sudden inexplicable knocking—not the invidious practice which this expressive and recent addition to the vernacular represents, but knocking, hammering or pounding in the engine—and it is probably one of the most annoying derangements, short of a total failure to run, that the engine can fall heir to. Frequently it is the one thing that mars the motorcyclist's dream of perfect bliss—everything is running as smoothly as water down the race of a mill, but at certain positions, when certain adjustments happen to coincide in a certain manner, the engine gives audible evidence of suffering. There are few things that gall the rider who prides himself on knowing all there is to know about his motor as a noise in operation that repeated investigation has failed to reveal.

Technically considered, each one of these terms has a distinctive meaning and conveys a different idea to the well versed mechanic. To take them in inverse order, "knocking" is a steam engineering term that is old enough to vote, and, as used by engineers, a knock" invariably meant something loose, too much play in a cross head or bearing or something similar; it never had any reference to the cylinder or its interior. "Hammering," on the other hand, is knocking's big brother; it was simply a very much aggravated knock; so loud that there could never be any doubt as to just where to look for it. As to "pounding," while no term in the English language exists that can be pinned down to one and only one distinctive signification, pounding, as a general rule, was and still is a term used to indicate a disease of the interior of the cylinder. When a steam cylinder is flooded

with water, it is usually said to pound, and its distress is very evident.

Identically the same terms are applied to the gasoline engine. When its crank pin or bushings or connecting rod bearing become loose and have too much play, it begins to knock, and if the fault be not remedied it soon begins to hammer, and that is all there is to either of these, something is loose, and the longer it is allowed to remain in that condition the worse it will be for the engine. The only thing to do is to take up the superfluous play in the moving parts.

But the internal combustion motor "engineer" is born, not made, in the majority of instances; he has just stepped in and assumed the title without any preliminaries, hence the diversity of terms. So that all three of these words are used to describe any

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of the above enumerated faults; though, strictly speaking, pounding in any kind of engine should be confined to describing a heavy, dull sound proceeding from the interior of the cylinder as distinguished from the rattling or clanking of loose parts that is knocking, or the banging that deserves the superior title of hammering.

To come down to the worst of the three—"pounding"—which may proceed from a variety of causes, and which is a disease to which the steam engine is not subject to any great extent except when the steam is too wet and is allowed to condense in the cylinder to a considerable extent. In the gas engine it may come from a number of different sources, the majority of which are well known. One of the commonest, probably, is that of running slowly with the spark well advanced—the explosion takes place at a point considerably before the piston has reached the dead centre, and the pound is simply the result of the clashing of two forces, the new explosion and the momentum of the engine itself. The same state of

conditions that causes a nasty "back kick" in starting an automobile motor. The only pound that is developed in the latter instance is usually inflicted upon the individual essaying the start. Loss of compression is likewise a more or less prolific source of pounding, and as piston ring and valve adjustments are usually a matter involving but a very small fraction of an inch one way or the other, it is somewhat difficult to locate the trouble. In such instances there is another more or less plainly apparent symptom, and that is loss of power.

Speaking of this subject, a motorcyclist who was annoyed by his motor showing an alarming loss of power on hills and developing a heavy pound the moment the spark was well advanced, found it, after quite a lengthy investigation, to be due to the expansion of the exhaust valve tappet when well heated, which thus prevented the valve from seating perfectly. But it was only after a careful examination of the moving parts of the engine, with the result that nothing whatever was found to be loose nor any evidence of loss of compression evident that the very slight clearance between the exhaust valve stem and the tappet came in for attention. By observing this after the engine had been running for some time, it was noticeable upon close inspection that the stem slightly rested upon the tappet and prevented the spring from closing the exhaust valve entirely. Taking off a full thirty-second of an inch from the top of the tappet remedied this completely, so that the pounding was evidently due to the slight escape past the valve, and, what is just as much to the point, the engine was found to be just as powerful as before the trouble was experienced.

Cyclist Sues Automobilist for Damages.

In the Superior Court of Los Angeles, Cal., Dr. Mary E. Stark is suing William Gregory for \$20,300 damages, the result of injuries sustained in an accident on June 23, 1903, when the plaintiff's bicycle came into collision with the defendant's automobile. The sum of \$5,300 is claimed as personal injuries and the balance as damages due to loss of professional practice while incapacitated therefrom.

It seems that as Dr. Stark was riding along Estrella avenue, between the car tracks, just at dusk, she turned toward the curb to dismount in front of her home. The automobile was at that instant passing between her and the curb, and as she turned her wheel struck the rear wheel of the machine and she was thrown to the street, sustaining severe injuries. The defendant excuses the high rate of speed charged in the suit by saying that he put on speed in order to avoid the collision which seemed imminent. He claims that the doctor was not on the lookout for other traffic.

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Motor World Publishing Co., 154 Nassau street, New York. ***

MICHIGANDERS REACH GOTHAM

Two Cyclists Visiting Every State and Territory, Ride 10,902 Miles to New York.

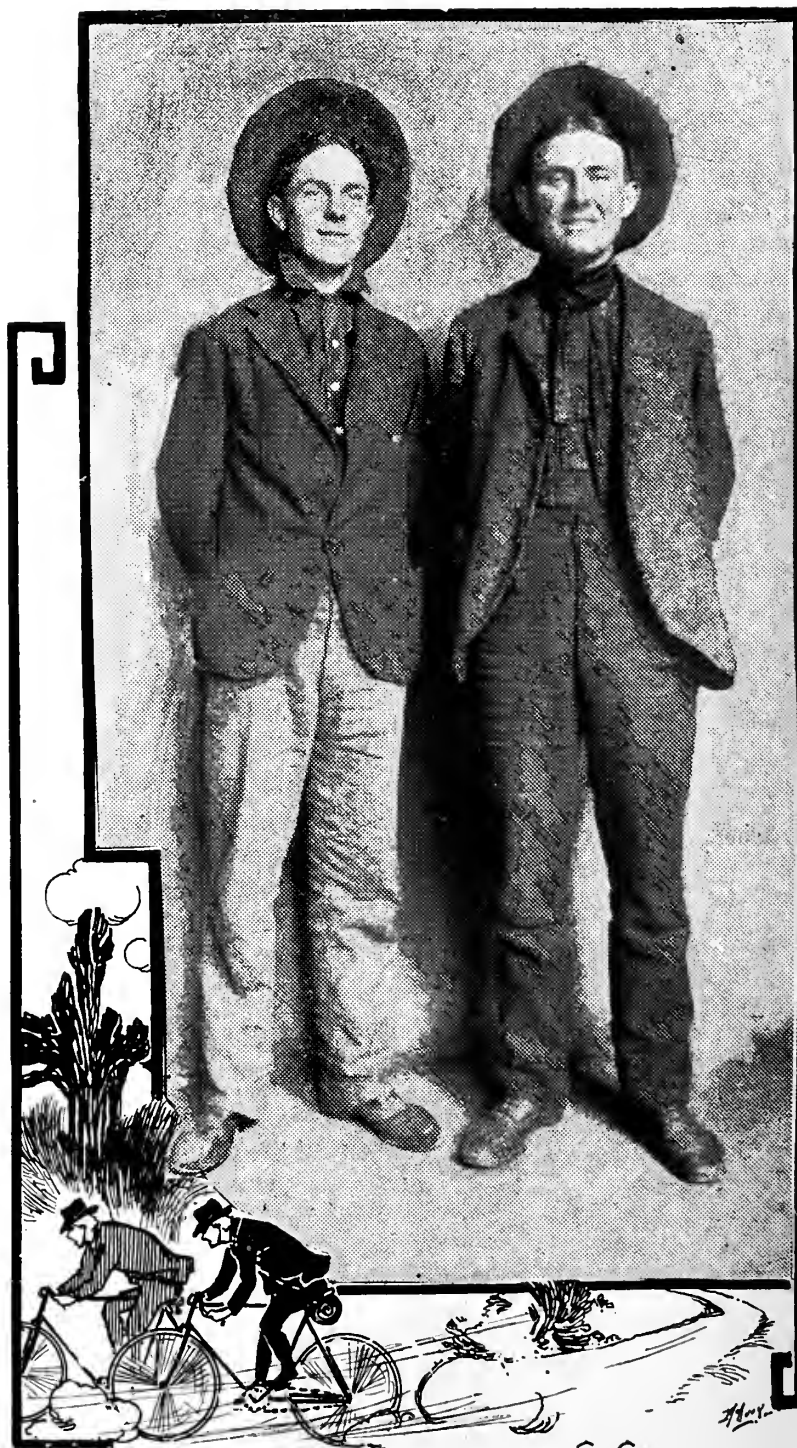
To merely talk about taking a trip around the United States on bicycles, visiting every State and Territory in the Union, does not sound like a difficult feat to accomplish, but when a person or persons have to make that trip without working, begging or stealing, and in limited time, a different view is taken.

That is what C. C. Murphy and C. M. Darling, two lads of Jackson, Mich., are doing, and judging by the rate of speed and distance they have traveled so far, the long trip will end sooner than they expected. Murphy and Darling left their homes in Jackson, May 2, 1904, to make the journey around the United States on bicycles as the result of a private wager. The conditions were that they had to pass through every State and Territory and secure the signature and postmark from the Mayor or Postmaster in designated cities. They were not to beg, steal, borrow or work, and the only way for them to earn the necessary wherewithal to procure food was by selling souvenir aluminum pintrays. Last week the men reached New York City and visited the Bicycling World office.

"So far we have traveled 10,902 miles," said Murphy, "and have been in 36 States, four Territories and the District of Columbia. Our time limit does not expire until November 2, this year, and as we are now about two months ahead of our calculations, I think we stand a fair chance of winning the \$5,000 which awaits us if we succeed."

"Let me tell you, though," continued Murphy, "it is not a pleasure to go to sleep on a hard floor minus a supper and then have to ride twenty or thirty miles in the morning before we can get a bite to eat, as we have had to do time and again. But that is nothing compared to some of the hardships we have had to endure. Several times last winter we have had to walk and drag our wheels through a foot of snow along the lonely roads of the Southwest, with a piercing cold wind to face and nothing to eat. Once in South Dakota we waded through a terrific snowstorm for thirty hours and all the food we had was a few dry crackers. For water, we ate snow. Another time when we thought we would never get through was in Nevada. We lost our way in one of those vast deserts, through which a white man seldom travels, and we ran short of water. I was about ready to give up for all, when Darling accidentally discovered a small, tepid pool. That saved us and we soon reached the outskirts of civilization once more."

The two travelers are reserving their most thrilling tales until they reach home, when



C. M.
DARLING.

C. C.
MURPHY.

they will publish a book descriptive of their long tour. The men have passed through the following cities: Chicago, Ill.; St. Louis, Mo.; Davenport, Iowa; Madison, Wis.; St. Paul, Minn.; Forman, N. D.; Aberdeen, S. D.; Alliance, Neb.; Cheyenne, Wyo.; Denver, Col.; Salt Lake City, Utah; Pocatello, Idaho; Butte, Mont.; Olympia, Wash.; Salem, Ore.; San Francisco, Cal.; Tucson, Ariz.; Deming, N. M.; Fort Worth, Tex.; Ardmore, Ind. Ter.; Guthrie, Okla.; Arkansas City, Kas.; Little Rock, Ark.; New Orleans, La.; Biloxi, Miss.; Pensacola, Fla.; Montgomery, Ala.; Chattanooga, Tenn.; Atlanta, Ga.; Greenwood, S. C.; Raleigh, N. C.; Richmond, Va.;

Washington, D. C.; Baltimore, Md.; Wilmington, Del.; Philadelphia, Pa.; Trenton, N. J., and New York City.

They reached Hartford, Conn. last Saturday, June 3, and visited the factory of the Pope Mfg. Co., where their wheels were overhauled. From Hartford they will push on through Rhode Island, Massachusetts, Vermont, Maine, West Virginia, Kentucky, Ohio, and then it will be "Home, Sweet Home" to Michigan.

The tourists state that they have gained in weight since they started on their trip and have never had a day of sickness. Murphy is 21 years of age and his companion is one year younger. They are riding Cleveland bicycles.

AWHEEL THROUGH ACADIA

Nova Scotia as Seen by a Cyclist—Where the Bicycle Proved its Excellence.

The talk drifted to the vacation subject, for it was one of the few warm days of this spring, and it was not long before reminiscences were in order. The visitor remarked that it had been his custom for years never to go to the same place twice in search of rest.

"I only get a very short time each year, you know," he said, "and I always feel that I must make the very best possible use of that in order to get the full advantage of it. So I go to a different place every time, and I invariably take my bicycle along with me, for, though I seldom plan definitely to take many rides, and almost never do any touring, still, I always find the machine useful in more ways than one, and especially so because it enables me to go to places which would otherwise be inaccessible to me in the limited time at my command.

"For instance, last year I was delayed about getting away until late in September, and when the time came I really didn't know which way to turn, for I had been to all the places that struck my fancy within a radius of five or six hundred miles of New York, and I didn't feel like committing myself to a longer journey which would limit my time on the spot, as you might say. But, finally, in casting about, my eye fell on the advertisement of an excursion to the Canadian provinces. I'm the greatest fellow for excursions you ever saw, you know; and somehow, though I had never been down that way at all, the idea seemed to strike me just about right, and so, journey or no journey, I set out all alone.

"I bought a ticket to Yarmouth, Nova Scotia, and made up my mind to go as much into the interior from there as I could and get back in the allotted time. It was just like pioneering, for I had no road maps and but the faintest idea of what things would be like when I got there. But that is just the sort of thing that makes up the true charm of a vacation, to my way of thinking.

"Well, I was set down on the pier at Yarmouth early in the morning. After a struggle with the customs people, I got out my bicycle, paid the duty on it and made for a string of cars standing back a little way in the side of what appeared to be the only street of any importance in the town. It was a ramshackle looking train, but I climbed up bravely, and soon was being trundled along over the vilest piece of roadbed I ever expect to see. But it was awfully interesting, for the people were all so different, you know. I can't explain it, but somehow they all seemed sort of homely, plain, farmer people, kindly, loud voiced and good, and all of them bronzed as Indians.

"When the conductor came along I hadn't the faintest idea where I wanted to go to, but, partly because it wasn't very far, for I was sick of that train already, and partly because the conductor suggested it, being somewhat in doubt of my ability to pay for a longer ride, apparently, I chose the first stopping place, which was Carlton. Now, Carlton, meant no more to me than Athens or Rome would have under the circumstances. And consequently I was prepared for most anything, and was not at all taken aback when I got out of the train to find myself set down before a little box of a station with a bit of a lake behind it, and on the other side of the track a single cart trail in the deep sand leading off through a maze of lumber piles by a sawmill, and so past a couple of houses and up a winding hill through the pines and out of sight.

"Three miles of deep, discouraging sand, and I found myself in Carlton. It was not in the least promising at first blush. There were but a few houses, and, as I afterward learned, the sum total of the inhabitants numbered only some hundred souls, so you can see that I was not exactly in one of the metropolitan centres of the province. But I had lots of fun there, just the same, and by the time my stay was up I was more than sorry to leave.

"The town, of course, was nothing at all, but the country was simply great. It was hilly and broken and studded with the greatest aggregation of lakes and little ponds I ever saw. There were big lakes and little lakes and all kinds of lakes. Some of them were deep and some were shallow, and some of them were chained together, and some of them seemed to have no connection whatever with any of the others. And all about there was the most beautiful growth you ever saw. A regular 'forest primeval.'

"It was not a pretty country for a bicycle. I really enjoyed my machine more up there one would have said, and yet, do you know, than I have ever done anywhere else. I just revelled in it. I was out in the morning, out in the afternoon, and often in the evening, too, for the air, and the primitiveness of the place just made me want to be out-of-doors all the time. I tried their horses once, just once. That was enough of that. I tried walking, but that was too slow; I couldn't get far enough in that way. So in the end I came to bless the fate that had forced me to bring the wheel along, just as I blessed it for sending me up there.

"I shan't soon forget my surprise, one evening at supper, when I heard something said of the mines, nor how I laughed when, in answer to my enquiry, they told me that there were really and truly gold mines in actual operation not more than twenty miles from where I was then sitting. Fancy a gold mine in Nova Scotia! I had never heard of such a thing. Likewise, I shall not soon forget how I posted off early the next morning to the mines, to see for myself that it was so. I shall not soon forget it, for I had

a hot, dusty ride, and it seemed as if the road would never have done of winding up and down.

"It was a miserably contrived road. The sun always shone on the up side of the slopes and the cool shadows always fell on the down side. It was very irritating. And it seemed, too, that when I came to a little place where the way was level enough to have ridden comfortable for a space there was always a lot of deep sand that made riding absolutely out of the question.

"Just as I had made up my mind that there wasn't any mine business going on there at all, and that I had been made the victim of a senseless practical joke, and that I had been much better off had I never left New York at all, I came out at the top of a little ridge, and saw off at my left, part way down the slope, the little tumble-down shaft-houses and shaley dump piles, which tell even the inexperienced eye that there is a really truly mine somewhere down under ground not far away.

"I played around there nearly all day, and had a beautiful time. There were several old abandoned workings, and a lot of discarded machinery, and so, though I couldn't get anywhere near the only shaft then in operation, because their rules are very strict, I managed to find plenty to amuse me, and what with nearly going down one of the old shafts, through the breaking of the ladder I was exploring, and getting caught crawling out of a stamp house that was closed for the time being, with my pockets full of samples, I had a mighty good time.

"And do you know, I simply would have been lost without my bicycle through it all, for their oxen up there travel faster than the horses, and the roads would be well, just about impassable for an automobile, so that without the wheel I should have had to walk."

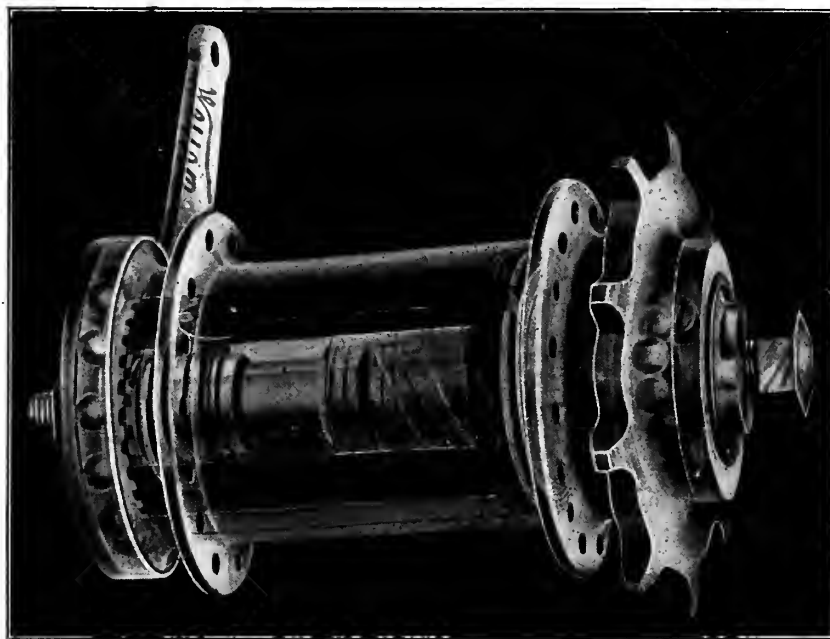
Fifty Mile Road Race for June 25.

Probably one of the largest amateur events of the season will be the fifty-mile road race promoted by the Century Road Club of America, which is scheduled for Sunday, June 25. The course is over the Long Island roads from Valley Stream to Bellmore, Springfield and return. Several racing wheels head a long string of place and time prizes and silver loving cups will go to the clubs scoring greatest number of points. H. C. King, chairman race committee, 370 Clermont Avenue, Brooklyn, N. Y., has charge of the entries.

Los Angeles M. C. Elects Hull.

The Los Angeles (Cal.) Motorcycle Club has elected these officers for the ensuing year: President, George F. C. Hull; vice-president, Fred Brehninger; recording secretary, C. E. Johnson; corresponding secretary, Charles Fuller Gates; treasurer, C. W. Riden; captain, E. E. Earhart. The club has recently set up in its own quarters at 3021 South Main street, where meetings are held every Tuesday.

The MORROW



The King of Coaster Brakes.

So recognized because it was the first of the line, it has held its place because of its progressive and unquestionable supremacy.

The MORROW

made cycledom something more than
a realm of eternal pedal pushing.

ECLIPSE MACHINE CO., - Elmira, N. Y.

FIRST CATCH THE EYE,

then appeal to reason, is given as the basis of all good advertising.

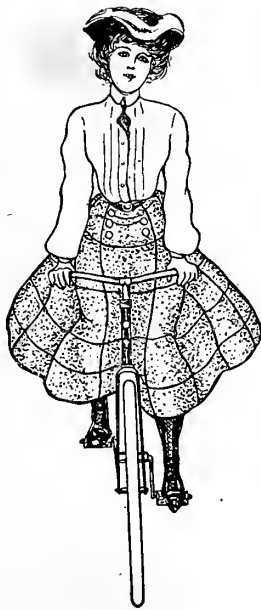
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THERE IS NOTHING SO GOOD AS PICTURES.

These illustrations were designed specially for the use of cycle dealers.



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No. 2.



No. 3.

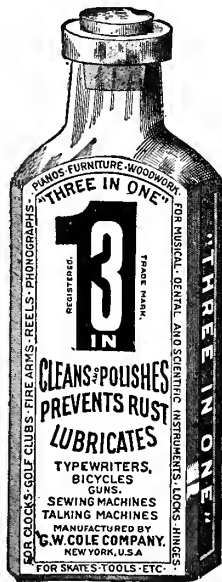
Electrotypes—This size, each, - 35 cents.
Two inches high, - 25 cents.

ORDER BY NUMBERS.

THE BICYCLING WORLD COMPANY
94-96 Tribune Bldg., New York.

Where Cycling is Most Popular.

"I have just returned from a trip through Indianapolis, Kokomo, Detroit, Toronto and Buffalo," writes George Breeze, of Newark, N. J., "and must admit that I was surprised to notice the multitude of bicycles in use in all of these cities. In Toronto on Sunday the park drives were thronged with riders of both sexes. In the other cities the little machine seemed to be used more for business than pleasure. In Toronto the pleasure seeking crowd seemed to be fully as large as it was nine years ago, when Toronto claimed the honor of having more bicycles per 1,000 inhabitants than in any other city in the world. There are a few motorcycles there, too, and the riders seem to get their share of pleasure from them."



U. S. COURTS ENJOIN

"3 IN ONE" PIRATES

"COLE'S MANY USE OIL CO." has been enjoined (pending final hearing) by the U. S. Circuit Court, Southern District of N. Y., from infringing in any way, shape or form on the rights of "3 in One."

They are prohibited from using on labels, cartons, or advertising matter any allusion to "3 in One" whatsoever; also prohibited using the name of COLE, or making any reference that will in any way tend to confuse dealers or buyers; also restrained from selling their oil by trading on the established reputation of "3 in One."

ALL HONEST DEALERS will avoid handling infringing packages, as dealers are equally liable with manufacturers. We claim the right of the words "MANY USE"; also that their present package is an imitation, so BEWARE.

Remember, there is and can be only one "3 IN ONE" made solely by G. W. Cole Company, as it always has been. It's the only real lubricant, cleaner, polisher and rust preventer. Your jobber has it—we'll help you sell it—write to-day to

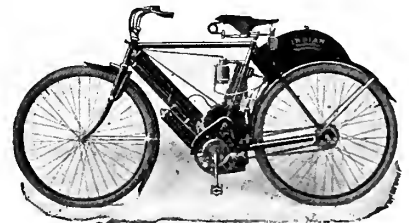
G. W. COLE COMPANY, 141 BROADWAY, NEW YORK

3 in One friends are best friends.

FOUR Hill Climbing Contests

have been held this year, one each at

Boston, Mass.,
Springfield, Mass.,
New York, N. Y.,
Pittsburg, Pa.



THE INDIAN Won All of Them.

"REMARKABLE"

some people may say; but then the Indian is a remarkable machine; and its performance in these hill climbs is no more remarkable than its successive victories in the National Endurance Contests of 1902, 1903 and 1904. The same qualities that earned for it the only Gold Medal at the St. Louis Exposition, "make good" everywhere every day.

There's no motor bicycle in the same class with the Indian.
Results, not words, prove it.

HENDEE MFG. CO.,

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REPRESENTATIVES:

NEW YORK—F. A. Baker & Co., 20 Warren St.
CHICAGO—Cavanaugh & Darley, 19-25 Plymouth Place
SAN FRANCISCO—C. C. Hopkins, Larkin and McAllister Bldg.

AVAILABILITY OF ALCOHOL

Inevitable Increase of the Price of Gasolene Gives the Question Vital Importance.

Probably the least of all the worries that afflict the motorcycleist from time to time is the likelihood that the demand for gasolene may in the near future outrun the available supply. About the only way in which this comes home to him is when the visible amount in the tank begins to dwindle alarmingly and home or a new supply is miles away. But the likelihood is not so unlikely as may appear.

The production of crude oil is tremendous and the oil wells give promise of holding out undiminished for many years to come. All very true, but the yield of gasolene in the process of refinement is only about five per cent of the total, and many of the newly-discovered wells in the southwestern part of the United States are said not to yield oil of a quality suited to the production of gasolene of proper specific gravity. It will readily be seen, therefore, that gasolene must inevitably increase in price not alone from the largely increased use for it by the automobile and motorcycle, but in many other branches of industry.

This state of affairs was long since realized abroad and the Germans have already made the most of their opportunities by removing the tax on denatured alcohol and employing it for the majority of purposes for which gasolene is so valuable. More than 75,000,000 gallons of alcohol are now annually distilled and rendered unfit for commercial purposes, principally in internal combustion engines in Germany, where it will in time drive kerosene out of the market. This had been going on for a number of years on the other side before it was realized in this country, but for the past two years a tremendous educational campaign in favor of free alcohol has been carried on, and it is expected that a bill which has been in the hands of the Ways and Means Committee of Congress for some time will be passed at the next session.

Many are doubtless unaware that alcohol is available for the same purpose as gasolene where the internal combustion motor is concerned, but it has been conclusively demonstrated that its efficiency is equal to, if not greater than gasolene, and it is moreover possessed of other advantages, chief among which is the fact that it readily mixes with water and is accordingly not so dangerous.

It is a material easily and cheaply produced, the government chemists reporting that alcohol testing 94 per cent could, if not taxed, be sold profitably for 15 cents a gallon, and other authorities have demonstrated that under a large demand and favorable conditions this could be brought down to 10 cents a gallon.

Professor Meyer calculates that at a price of 20 marks per 100 kilograms alcohol (90 degree denatured), 24 marks for benzine and 22 marks for kerosene, the economy of the three fuels would be about equal, while at present the benzine motor shows a slight superiority under full load (7.1 money units for benzine to 7.3 for alcohol, in spite of the higher thermic efficiency of alcohol, 1,000 calories derived from alcohol costing 3.64 pfennigs, as against 2.33 pfennigs for 1,000 benzine calories and 2.14 pfennigs for 1,000 kerosene calories.

Accepting the proportion in these figures, it is to be inferred that in America the price of 15 cents per gallon of 90 degrees alcohol would place this fuel economically on a par with gasolene at 18 cents per gallon, for stationary and slow speed portable motors, the latter including most marine motors, while the question of economy for automobile motors would still remain in abeyance, pending further developments. From 180 to 250 revolutions per minute is, as near as can be found, the highest motor speeds in the alcohol motors for which high thermic and economical efficiency was recorded.

At the congress convened in Paris in 1903 to record the data and desiderata in regard to the industrial applications for alcohol, 1,500 members were present, and they resolved that 90 degree alcohol must be sold for 25 centimes per liter (about 20 cents per gallon) before it would be competitive with essence de petrole, or high grade gasolene, but Mr. Chauveau calculates that at 25 centimes for 90 degree denatured alcohol and 35 centimes for benzol alcohol per liter, both these fuels would have an economical superiority over gasolene at 50 centimes (40 cents per gallon) in the relation of 350 to 140, and over kerosene at 40 centimes in the relation of 350 to 200. Chauveau bases these figures, however, on the thermic efficiency of 38 per cent for the best stationary slow speed alcohol motor.

The present price of 38 cents per gallon for 90 degree denatured alcohol in France, compared with the German price of 15 to 18 cents per gallon, makes it very clear why the alcohol movement in Germany has assumed great practical importance, while in France it has won only an academic success, although petroleum products are also much higher there than in Germany. That America should be able to produce alcohol cheaper than Germany goes almost without saying, and on this assumption it may be said that the alcohol movement has already reached the stage where it is possible to state with certainty that the removal of the tax from the alcohol production would prevent all further increase in the price of gasolene and kerosene as fuels for slow speed motors, with a large margin of probability that a little aggressive technical development would extend the truth of the statement to automobile and other high speed motors as well.

To give an idea of the number of estab-

lished industries in totally different fields that stand ready to use enormous quantities it is only necessary to mention that it is the heaviest item of expense in the manufacture of varnish, lacquer, gilding and bronzing solutions, celluloid, photographic films and paper, fulminating powder and more than a thousand other materials. In fact, it can be said that there is scarcely a manufacturing interest in the country that does not use alcohol to some extent. Where smokeless powder is concerned, a pound and a quarter of alcohol is necessary to produce a pound of powder, thus more than doubling the cost. Many industries are known to have been actually driven out of the country through the tax on alcohol, and some of the most valuable, such as the making of expensive drugs and chemicals, now centre in Germany, where alcohol is cheapest.

All this is entirely aside from its unlimited use for the purposes of heating, illumination and in the internal combustion engine, which would be brought about by relieving it of the tax.

As to the field for free alcohol for power purposes, both stationary and automobile, little can be said that is not already a matter of common knowledge. Undoubtedly the number of small power units used for an endless variety of purposes would be increased many fold. Where the automobile industry is concerned the interest at stake is twofold. It is well known that the demand for gasolene is already beginning to exceed the available supply, and the constant output of small engines that is being poured forth annually to use it as a fuel soon bids fair to bring about an advance in price as well as the utter exhaustion of the supply in the not very distant future. By freeing alcohol from its present burdensome tax a new and cheaper fuel would be available for this tremendous demand.

Plans for New York's Motorcycle Meet.

New York will witness its first exclusive motorcycle meet on July 8 next. It will occur on the Parkway Driving Club's track, in Brooklyn Borough, and as the admission fee will be of the popular price, it will be demonstrated whether or not the metropolitan public has any appetite for the new sport.

The meet will be held under the joint auspices of the Eastern District of the Federation of American Motorcycleists and the New York Motorcycle Club, and will comprise at least six events, as follows: One-mile novice, open only to regularly catalogued single cylinder full roadsters; one-mile F. A. M. Eastern District championship; three-mile Hang-Together race, open; five-mile F. A. M. Eastern District championship; two-mile 2:05 speed judgment race, open, and three-man unlimited pursuit race. It is possible that several other events confined to particular makes of machines will be added to the programme. Entries will close July 3 with H. J. Wehman, No. 108 Park Row, New York. The meet, of course, will be held under F. A. M. sanction, and the rules will be enforced to the letter.

The Parkway track is well adapted to the sport. It is a wide, half-mile circuit, with a hard, smooth surface and with three feet of banking. It has agreeably surprised all the riders who have tested it and safely held any speed.

French Market for Antique Machines.

Study of the antique in bicycles and motorcycles might be made without going as far as to Paris. There are some rare collections in New York in some of the so-called storage establishments and other such places, but the French capital presents every spring an exceptional opportunity for such study in an annual sale of old iron that attracts large and interested crowds. "During several days preceding Good Friday the broad avenue along the Boulevard Richard-Lenoir is lying under heaps of hardware and odds and ends of all sorts that have been swept off forgotten shelves, picked out of dust heaps and shot down from auctions and sales," says one who recently visited the scene. "The Frenchman is too thrifty to

throw anything away. Everything will serve a purpose, and therefore have a commercial value, if only it gets into the right hands, and there are good chances of even the most unlikely article of hardware finding a purchaser among the surging crowds of bargain seekers and curiosity hunters who block up the boulevard."

This Old Iron Fair is an ancient institution, and some of the things on exhibition and for sale almost belie the modern character of some inventions. The evolution of motor vehicles might have been studied in a considerable measure by means of the relics seen by the visitor just quoted.

According to the description given of the collection, it would be possible to build a complete bicycle or automobile from parts

that might be gathered from the heterogeneous mass, but the experiment would undoubtedly be risky. Everything was available, including pneumatic tires, but it is unnecessary to state that no guarantee went with anything purchased.

Of motorcycles there were many offered at prices somewhere about \$35. The motor itself might be worth the price, if it could be relied upon, but it was of a make unknown at the present day. One had the engine placed horizontally between the diagonal and the head. There were several very ancient De Dion gasoline bicycles, as well as tricycles and quads of various makes, forming altogether a collection of relics which a motorcyclist would find very interesting, if not useful. Simply as curiosities some of the old motor bicycles would be worth the small price asked for them.

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SOLID BRASS SIGN—FREE.

If you want one, merely save your "Brass Sign" certificates, one of which is enclosed with each dozen 4 ounce tubes of **NEVERLEAK**. When you have 12 certificates, mail them to us and you will receive a Solid Brass Sign worth \$10.00, absolutely free. It's worth looking after, isn't it?

These signs are 12 by 15 inches, are high polished and have hand-engraved, black enamel filled letters.

Send in your order for **NEVERLEAK** to your jobber at once, so as to have the benefit of the sign early in the season.

BUFFALO SPECIALTY MANUFACTURING CO., Buffalo, N. Y.

**Every Dog Has His Day!**

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BUY YOUR BICYCLES AND SUPPLIES.

All Standard Goods and Supplies for Bicycle and Automobile Builders and Dealers.

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HIGH-GRADE LEADERS.**

FOWLER-MANSON-SHERMAN CYCLE MFG. CO.

Write for terms.

45-47 Fulton Street, CHICAGO.

WANTS AND FOR SALE.

15 cents per line of seven words, cash with order.

WANTED—Second-hand Indian Motorcycles; send full particulars. 1905 Indians for immediate delivery; also full line of Indian and Thor parts, supplies, etc. Try our Indian Blue air-dried enamel to touch up old Indians. F. WIDMAYER, 2312 Broadway, New York.

INDIAN Motorcycles, grip controls, compensating sprockets, \$125, \$140, \$150; 1904 Rambler, new, spring fork, \$175; Mitchell, 4 h. p., \$90. Batteries and parts for Indian, Rambler, Warwick Motorcycles. We make a specialty of rebushing engines and reboring cylinders. F. A. BAKER & CO.

FOR SALE—1905 Motorcycle; 3 H.P., with Tandem attachment, \$120. C. R. BAKER, Salem, Ohio.

MOTORCYCLE BUSINESS for sale at value of fixtures and machinery. Owing to increasing carburettor sales we can no longer give it proper attention. Good stand, good city. BREEZE MOTOR MFG. CO., 33 Court St., Newark, N. J.

JOHN S. LENG'S SON & CO.
33 Murray Street, NEW YORK,
CARRY A COMPLETE STOCK OF
BICYCLES, TIRES, SUNDRIES
CAREFUL ATTENTION PAID TO
PROMPT SHIPMENT.

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If not, write us at once.

It's free for the asking and shows up the best line of Bicycles, Bicycle and Automobile Supplies on earth with prices the lowest always.

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IS USED.

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If you are users of ball bearings we would be pleased to hear from you and mail you our catalog with the latest information which we know would be profitable and interesting to you.

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wheels must have the
best equipments.

There is nothing that gives more value for
the money than the use of the

MORSE TWIN CHAIN

**NOISELESS IN MUD, WATER OR
DUST AND ALWAYS EASY RUNNING.**

The only chain having Frictionless
Rocker Joints. Insist on having the
Morse Twin Roller. Fits regular
sprockets.

Send for Catalogue and
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**Special Stampings
FROM
SHEET METAL**
THE CROSBY CO., - Buffalo, N. Y.

CATALOGUE.

Thor Motor and Parts for Motorcycle and
Hubs and Parts for Bicycle on application.

AURORA AUTOMATIC MACHINERY CO.,
AURORA, ILL.

The Week's Patents.

790,277. Acetylene Gas Generator. Charles W. Beck, New York, N. Y., assignor, by mesne assignments, to Electrolite Gas Lamp Company, New York, N. Y. Filed November 23, 1900. Serial No. 37,552.

Claim.—1. In a carbide-feed acetylene generator, a diaphragm forming a support upon which the carbide rests, and feed mechanism connected to and operating to bodily reciprocate a portion of said diaphragm whereby the flow of carbide from the diaphragm to a discharge passage is controlled.

790,279. Pneumatic Tire. Richard Bellingham and James Bloomfield, Beccles, England. Filed April 18, 1904. Serial No. 203,689.

Claim.—A puncture-preventing band comprising a strip impregnated with a suitable solution; a protecting-strip and a backing-strip secured together and to the first-named strip by a cement solution; and a casing for the band, said casing comprising a body portion having flaps, the edges of the flaps being adapted to meet and thereby completely inclose the band.

"PERFECT"**OILER.**

For High Grade Bicycles. The best and neatest Oiler in the market. **DOES NOT LEAK.** The "PERFECT" is the only Oiler that regulates the supply of oil to a drop. It is absolutely unequalled. **Price 25 cents each.**

We make cheaper oilers, also.

Cushman & Denison Mfg. Co., 240-2 W. 23d St., N. Y.

**WORCESTER PRESSED STEEL COMPANY**

Successor to

**WORCESTER FERRULE & MFG. COMPANY,
WORCESTER, MASS.**

Manufacturers of Light and Heavy Stampings in Steel, Brass, Copper, etc.
Automobile and Carriage Fittings. Bicycle Parts and Specialties.

Catalogs showing stock goods mailed upon request.

Inquiries solicited.



The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LI.

New York, U. S. A., Saturday, June 17, 1905.

No. 12

POPE CHANGES EXPLAINED

Just Why They Were Made and Results They Are Expected to Accomplish.

It transpires that the Hartford office of the Pope Mfg. Co. will not entirely cast loose from the jobbing trade, as first reports made appear.

"Our jobbing business will not be handled exclusively by our Chicago factory, as was reported," says R. C. Rueschaw, Pope's superintendent of agencies, in correcting that impression. "We shall continue to make jobbing bicycles at our Hagerstown factory, Hagerstown, Md., and these wheels will be marketed through the Hartford office, which will control, as heretofore, the New England States, New York, Pennsylvania, New Jersey, West Virginia and those States bordering on the Atlantic Ocean. The Chicago factory will market their jobbing bicycles in all States located west of this territory, and will handle all business pertaining to jobbing wheels in their territory from Chicago.

"In this connection we might say a few words regarding the change that we have made in the marketing of our agency bicycles, as we are afraid there are those who may be led to believe that we are drawing in our lines so far as our agency bicycle business is concerned, and that we will reduce our output. This, we wish to assert, is not the case. Instead, the bicycle business will be pushed in a most vigorous manner, and we have every reason to believe that our output will be greater in 1906 than it has been in the past two or three years. There has been a greater demand for the better class of wheels, and there is every indication of an even greater demand for another season. There are a number of new dealers joining the ranks every day, and we have opened up more new accounts this season than in the past two or three years.

"One of the main objects in handling the business through the Hartford office is to give the responsible dealer better protection, better service and promote a stronger relation to our mutual advantage. A great many of the dealers now handle lines made by

both the Eastern and Western factories, and you can readily realize that it will be quite an advantage to them to make their purchases through one office. In this way their business will be direct with the head office, and we can keep in closer touch with them and handle their business more satisfactorily.

"We are taking over a number of the employees of the Western Department who have been with the company a number of years. These clerks are familiar with the lines made by the Chicago factory, and the business will go on without any interruption whatsoever. A great many of the workmen who have been connected with the manufacture of Columbia bicycles will be transferred to the Westfield factory. The special machinery that we have in Hartford that is used in connection with our bicycle business will be moved shortly, and everything will be ready so we can take care of the early fall and 1906 business from Westfield. In the meantime we have made arrangements to carry a complete stock, and all orders will be filled just as promptly as heretofore. There will be no delays whatever in making the transfer. This applies to the moving of the machinery and the handling of orders and business in general.

"Our facilities at Westfield are unexcelled. We have there a factory that will be devoted exclusively to the manufacture of high grade bicycles. In our Hartford factory it was necessary, owing to the growth of our automobile business, to gradually reduce the space for the production of our bicycles, and in another season it would greatly interfere with this branch of our business, especially in view of the fact that the business is showing a decided improvement, and the demand has increased considerably as compared with 1903 and 1904. The bicycle end of this business will be pushed in a most vigorous manner. Our product will be kept up to the highest standard, and with the facilities we have and the plans in view for another season, we will be able to serve the trade in a more satisfactory manner. It will only be a short time when the dealers will realize the benefit of this change. We have now a special department devoted exclusively to the sale of bicycles, and with the increased facilities we shall have for producing high grade machines we will be able to supply the trade with the best money can buy."

MAKERS' STRONG COMMITTEE

Representative Men Are Arranging for Entertaining Jobbers Who Visit New York.

The committee of manufacturers which is to provide entertainment for the jobbers attending the N. C. T. A. meeting in New York, July 25 and 26, has not yet definitely decided on the programme, although matters are well in hand.

The committee is thoroughly representative, and of itself has no connection with the jobbers' organization. It comprises W. J. Surre, Corbin Screw Corporation, chairman; J. Noah H. Slee, G. W. Cole Co.; L. J. Keck, Badger Brass Mfg. Co.; J. D. Anderson, Hartford Rubber Works; S. F. Randolph, Diamond Rubber Co.; C. T. Stewart, B. F. Goodrich Co.; D. V. Nally, Continental Rubber Co.; W. C. Marion, Morgan & Wright; F. H. Wood, Buffalo Specialty Co.; L. Schwab, Stevens & Co.; G. E. Cordeaux, Gleason-Peters Pump Co.; D. P. Harris, T. J. Wetzel, H. V. Dodge, J. T. Wherett and A. M. Scheffey.

Pope Sells Sundry Department.

Among the many changes brought about by the recasting of the Pope Mfg. Co.'s business is the elimination of the sundry department previously attached to the Chicago factory, the entire stock of which has been purchased by the Excelsior Supply Co., of Chicago. It was unusually full and complete, and its acquisition naturally strengthens the Excelsior people's already strong position in the jobbing trade. It makes it possible for them to now supply duplicate parts for all standard makes of bicycles, as previously they were able to meet any call for parts for jobbing wheels.

Hartford Rubber Works Enlarging

The Hartford Rubber Works Co. have broken ground for a 150 by 40 feet addition to their plant in Hartford. It will give William Seward, Jr., the resident vice-president of the company, more to look after, Mr. Seward having just had the title general manager and the power thereof added to his office.

AGAINST "SPECIAL BRANDS"

Hardware Makers' Reasons for Opposing Them Instructive to the Bicycle Trade.

"Special brands" have been worrying the hardware trade in greater measure even than they have vexed the cycle industry. In the latter they have been limited almost wholly to bicycles and tires, principally tires. Almost every jobber and mail order house has been selling practically the same bicycles and the same tires, each under a different brand and at prices that vary as greatly as the names. They do so, of course, on the principle that where ignorance (on the part of the dealer or rider) is bliss, it is folly to be wise. It is this that is the cornerstone of the "special brand" business. That it is not a desirable cornerstone was the consensus of opinion of the American Hardware Manufacturers' Association, as expressed at its recent convention in Hot Springs, Ark. It grew out of the report of a special committee of nineteen members appointed to consider the subject. As the objections that apply to the policy as it relates to the hardware are the same that are of force in the cycle trade, this report is of prime interest and concern to the latter. It is as follows:

"Investigation leads to the conclusion that at the present time many manufacturers confine their business largely to jobbers, while others sell their products extensively to retailers and consumers. As an association we have favored the policy of distributing chiefly through the jobbers as being the most favorable method for the trade at large, provided the reputation of the manufacturers and the preferences of the consumers are fairly considered.

"In the last few years, however, there has been a growing practice on the part of many jobbers, whereby they stipulate that the manufacturer's name shall not appear on manufactured articles which they purchase, but in lieu thereof that the jobber's name, with some special name, brand, or device, shall be placed upon the goods. It is further required by these jobbers that the name distinguishing such brand, as well as the brand itself, shall be used only upon the goods of the jobber first adopting such name.

"The practice of using jobbers' special brands results in an increased cost to the manufacturer, for which some one must be the loser.

"There are many jobbers who, as the result of slight concessions in prices, given by a competing manufacturer, and with no reasonable assurance of a maintenance of quality or of improvement therein, have their goods of a given kind made by various manufacturers, so that the goods bearing such jobber's brand, of necessity cannot be expected to be uniform in quality.

"The obvious tendency of this practice, and especially if it be adopted as the result of

competition in prices, is deterioration in quality.

"Manufacturers are generally willing to stand behind the jobber or any other purchaser on the quality of their goods bearing the manufacturer's own established brands. Jobbers guaranty against some articles which bear their private brands, yet it must be apparent that the inferior quality of a knife, saw, carpenter's tool, or other article of hardware, does not necessarily imply such a defect as would be covered by an ordinary guaranty, for the reason that an article may be of inferior quality and yet not be defective.

"The best articles should not only be free from defects, but should be made from the best quality of materials and workmanship, and worthy not only of the recommendation of the merchant, but also worthy of the name and endorsement of the manufacturer.

"We believe that knowledge as to who really produces any article may be of value, not only to the person who will use such article, but also to the retailer who sells it.

"If an article bearing a manufacturer's brand has proven to be of excellent quality and in all respects very satisfactory, and the buyer desires to secure another of exactly the same character, he may do so from the merchant who furnished the original, or possibly through another merchant, and in either case with the assurance that it is of like quality and pattern as the original. If an article under a jobber's brand has proven unsatisfactory, a retailer has no assurance of obtaining an article of better quality under another jobber's private brand, for the reason that both may have been made by the same manufacturer and of like quality, and this for the reason that manufacturers who make special brands are compelled to put out the same grade of article to many jobbers under their many private brands.

"A jobber may without serious loss discontinue the use of any of his many brands on any given line of goods, in case the reputation of such brand becomes impaired, but a manufacturer who has built a reputation on his goods knows its value as well as its cost and will maintain it."

"The younger and smaller factories under the system of jobber's special brands can have no hope of establishing for themselves a reputation, as was done in former years by some manufacturers whose goods have become favorably known as the result of honest work and good material. There is, therefore, under the present system of using special brands, but little stimulus which would lead manufacturers to make goods of the best possible quality such as are desired by intelligent consumers.

"We are compelled to report, as the result of a full exchange of experience with representatives of the various branches of manufacturers composing this association, that, in our judgment, the practice now pursued by many jobbers, by which their goods are made under private brands (and, in fact, the present methods of marketing these brands which is pursued by many jobbers), is not for the

best interests, either of the manufacturer, the merchant, or the consumer, as nearly all jobbers admit that their chief reason for requesting special brands is because they can make a greater profit thereon, freeing themselves from competition, often buying a second quality and selling it under a private brand as a first quality. On the other hand, a manufacturer with an established reputation will not allow his name to appear on anything except his best qualities of goods, using brands without the factory name for lower grades.

"A few months ago a number of hardware manufacturers were selling their own established factory brands of various grades and in considerable quantities through the so-called catalogue houses, the goods going from these houses direct to the consumers. As the business of these houses seemed to be reaching immense proportions, a committee of hardware merchants requested various manufacturers to discontinue the practice of furnishing these houses with their wares.

"Some of our members, however, claim that the refusal of the manufacturers to sell these catalogue houses will deprive many consumers of the only means of obtaining goods bearing the manufacturers' brands, unless the manufacturers will sell to the consumers direct, which policy the manufacturers as a class are disinclined to adopt. They also claim further that it will deprive the manufacturers of an important avenue of distributing staple brands and in quantities fully equal to that purchased by many large jobbers.

"We desire as far as practicable to cooperate with the merchants of the country by distributing our products through "the avenues of trade" which the Merchants' Associations have frequently prescribed as being the ones that they would wish us to follow; but if we abandon all other avenues of trade, except the one wherein the jobber becomes practically our sole distributor, and if we permit him to establish and in many cases lower the grades and eliminate our names, we sink the individuality and reputation of hundreds of manufacturers representing long experience, great investments and the highest skill, and we believe such a policy will not best serve the interests either of consumers or of retailers. With this condition it will be impossible long to restrain many manufacturers from selling through such channels as will carry their own best goods to the consumer. A fair consideration of this subject by jobbers and retailers will greatly aid in solving the problem.

"We therefore ask the Jobbers' Association to consider the question, whether or not the sale of standard factory brands, in preference to the enormous multiplicity of irregular private brands, would not also be to their advantage. We invite this consideration with the assurance that we certainly can and do furnish similar goods with special brands.

"Many jobbers do now preferably sell manufacturers' brands. Some doubtless have adopted the use of private brands in view of the possibility that if an article bearing a

manufacturer's brand proves to be highly satisfactory, or profitable to the retailers and consumers, such persons may seek to deal direct with the producer. The present policy of the manufacturers should certainly remove this fear if it exists; but we believe that the use of jobbers' private brands is calculated more than anything else to drive the manufacturers to a more direct distribution of their goods.

"Such merchants as will assist in the mitigation of this evil by handling regular manufacturers' brands will receive our most cordial support and co-operation."

Keeping in Touch with Buyers.

It is remarkable how soon the buyers will forget us in this bustling age.

We must ever keep before them, or we are swallowed up in the yawning gulf of forgetfulness.

The conventional methods of advertising are many, but how few of us work them to their limit, as we should!

Let each dealer answer to his sternly questioning conscience whether he is using to his best ability all the following advertising implements of trade drawing:

Newspaper advertising.

Reading notices.

Circulars.

Form letters.

Mailing cards.

Fence signs.

Display of goods.

Show window.

Store bulletin.

Store signs.

The above advertising methods give us a diversified field to work in, and the excuse of expense does not enter into some of them, as they call for brain and muscle-spending, rather than money-spending.—Ex.

How Corbins are Going.

"We are ahead of last year's total business, and during the first ten days of June shipped more coaster brakes than we shipped during all of June, 1904—that's how the Corbin Duplex is going," was the flying response of W. J. Surre, of the Corbin Screw Corporation, to the old familiar question. He was encountered in New York en route for a jump to Cleveland.

Curtiss to Make Motor Tandems.

The G. H. Curtiss Mfg. Co., Hammondsport, N. Y., are "going in" for motor tandems. For several years they have built them to order, but henceforth will make them regularly and include them in their catalogue. The Curtiss tandem has the drop frame in the rear. Fitted with 2½ horsepower engine, it will list at \$225, or with 5 horsepower two cylinder motor, at \$325.

Los Angeles has Motorcycle Garage.

Los Angeles, Cal., probably has the only motorcycle garage in this country. H. A. Burgess is its proprietor.

STILL MINUS LETTERHEADS

Bank Clerk "Follows Up" Inquiries, Still Using the Bank's Stationery.

Apparently the clerk in the East River Savings Institution, New York, must do business with very slow printers. He is the nameless young man who advertised all makes of bicycles and motorcycles minus the agent's discount, and who when "baited" by a couple of *Bicycling World* men, tried hard to sell to them at cut prices the cycles handled by A. G. Spalding & Bros., with whom he avowed he had an "arrangement."

Evidence that an "arrangement" does exist came to light, as was stated last week, when the bank clerk forwarded to the Hendee Mfg. Co. an order for an Indian motor bicycle accompanied by a letter of endorsement from the Spalding firm. In this letter he was described as a former dealer who had re-entered the business, but had not had sufficient time to have his letterheads printed! The bank clerk himself wrote an inquirer that he was merely selling bicycles as a "side line" during his spare moments.

Just what has occurred to delay his letterheads is not known, of course, but as late as Tuesday last, 13th inst., it is certain he was still pursuing his "side line" with the stationery of the savings bank where he is employed. On that date he penned a "follow-up" letter to one of his inquirers, stating that when the latter "made up his mind" which make of motorcycle he wanted, he (the bank clerk) "would like to get it for you and save you the discount." He evidently has gained one bit of wisdom, as he adds that he "can do this on every make but the Indian."

Sh! Here's Sleuth Miller Again.

Robert Miller, who, when the Pope Mfg. Co.'s New York branch was located at 12 Warren street, earned a reputation as an unofficial sleuth, and who landed several cycle thieves in jail, has not lost his cunning, despite the fact that he now deals only with automobiles in the Pope garage. He retained his gum shoes when he moved uptown, and when this week he received a telephone message from a friendly Central Office detective asking him what he would do if a stranger offered him a nearly new Cleveland bicycle for \$1, Robert did not hesitate for the minutest part of a second.

"Hist!" he ejaculated, as he thought lightning-like thoughts, "I would arrest him—yes, hold the villain—do not unhand him until I can look him over."

"I'll do it, b'gosh, if it costs me life," responded the professional Sherlock Holmes at the other end of the wire.

Robert knew that the Central Construction Co. had bought a number of Cleveland bicycles for the use of their inspectors, and

that several of them had disappeared while their riders had "stepped inside to see a man." His detective instinct told him that an offer of a Cleveland bicycle at \$4 was suspicious in itself, and putting the threads together he mentally decided that he knew where the machine had come from. Donning his trusty gum shoes, he quickly and quietly reached the detective bureau.

"Hist!" he uttered again, as with his hand on his nose he laid eyes on the machine, while the detective force crowded around, eagerly following his every move. "That's one of those Central Construction Co.'s bicycles. We've got the thief with the goods on him."

"Marvellous," chorused the detectives.

On Thursday of this week the young tough who stole the machine was sent up for a year and a half. And now another plume waves proudly in the Miller cap.

Fakirs' Tricks with Tires

"The greatest wonder is that that Long Island doctor who was bamboozled into paying \$225 for a \$210 motorcycle by that New York house of peculiar methods, got the tires that came with the machine," remarked an uptown dealer, referring to the bamboozling incident detailed in last week's *Bicycling World*. "It's an old trick of such people to strip high grade tires off any good bicycles they may obtain and to substitute the trash for which they are notorious. Why, I recently sold an old crock of a motor bicycle to them, and as it was minus tires, they sent up a pair to be fitted to the machine, and, will you believe it, they were not only the ordinary 1½-inch bicycle tires, but they were so cheap that they bore no name whatever. At first the fakirs said they would have one of their men ride the machine to their store, but, evidently remembering the tires, they sent a wagon for it. The Lord help the man who buys a motor bicycle from those people!"

Culver Comes to New York.

W. P. Culver, formerly with the Cleveland Motor Car Co., has been appointed Eastern representative of the Diamond Chain and Mfg. Co., of Indianapolis, Ind. He will have headquarters in New York.

Lozier Goes With Pope.

Charles E. Lozier, for the last year with the Waltham Mfg. Co., has been appointed general manager of the Columbia Steel Works, Elyria, Ohio, controlled by the Pope Mfg. Co.

Due to a change in the binding and a consequent reduction in price by the publishers, The *Bicycling World* Company is able to announce the halving of the price of "Motorcycles and How to Manage Them." Formerly \$1, it is now to be had for 50 cents per copy. This useful little book of 141 pages, now in its eighth edition, has been considerably revised and is really better value than ever before.



National, Model 80 Special

The weather for the last four months has not been good for racing, but on the other side of the world they are doing good work on the Nationals. The last of January at one meet in New Zealand, two National riders scored four firsts, three seconds, three thirds and six fourths, and at the Timaru Sports, another National rider won all races on the program. They have found out that Nationals are winners, and send 15,000 miles to get them.

In thirty days the sport will begin in the U. S. The Model 80 special National is the winner. Show a sample and it will sell.

NATIONAL CYCLE MFG. CO., Bay City, Mich., U. S. A.

If it is only a question of Price—buy the inferior kind;
but if it is Quality you must insist on being furnished

THE FISK MECHANICALLY-FASTENED TIRES

These tires are not made to sell in competition as to price. With respect to materials and workmanship the principle followed has been to supply the best obtainable, in the belief that Quality must prevail in the long run.

It is Perhaps Possible to Make as Good Tires as the Fisk, but We do not Know of Anybody Who is Doing So.

THEY NOW STAND PERMANENTLY PRE-EMINENT.

THE FISK RUBBER COMPANY, Chicopee Falls, Mass.

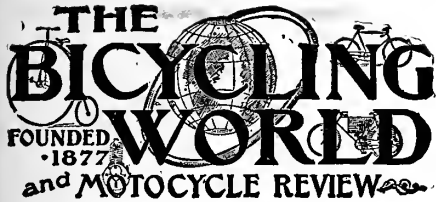
BRANCHES:—New York, 754-756 Seventh Ave. Chicago, 1251 Michigan Ave

BOSTON, 226 Columbus Ave.
SPRINGFIELD, 40 Dwight St.
PHILADELPHIA, 828 Arch St.
ATLANTA, 103 N. Pryor St.

SYRACUSE, 423 So. Clinton St.
BUFFALO, 893 Main St.
CLEVELAND, 318 Euclid Ave.
DETROIT, 254 Jefferson Ave.

ST. LOUIS, 3908 Olive St.
OMAHA, 1116 Farnum St.
KANSAS CITY, 1330 Main St.
MINNEAPOLIS, 704 Hennepin Ave.

DENVER, 1534 Glenarm St.
SAN FRANCISCO, 114 Second St.
LOS ANGELES, 1034 So. Main St.



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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, JUNE 17, 1905.

Like a Bolt from the Blue.

That the tide really has turned and that the bicycle industry is now on a fair way to regain its standing now seems almost beyond doubting. Those in the know have foretold it for many months; the returns of the trade have shown it, gradual but steady; this year especially conditions on every hand have shown the upward trend and have pointed out the change for the better. But all along the public prints, in their self-allotted dictatorial attitude, hasty and superficial in all things, have continued to prate of the "passing of the bicycle," the "decline of cycling" and of similar unfair and depressing situations.

But one of those unexpected and almost startling things which sometimes happen in the journalistic world occurred one day last week, when the New York Journal announced a revival of bicycling in England and called for a boom in this country. So contrary was this to the usual course of things that all were moved to wonder at it, yet to be glad as well, for, stripped of certain embellishments, it has the right ring, and it speaks of the awakening of the people as can nothing else.

"There is a revival of the bicycle craze in

England," it says. "The great bicycle factories are working overtime to fill orders—all the world is riding on two wheels once more. Will somebody kindly start a bicycle boom over here?—we need one.

"A good revival of the bicycle craze would at once pump into the lungs of our people endless hundreds of millions of cubic feet of oxygen—and the national blood needs it.

"A bicycle revival would take hundreds of thousands of young men from the city street corners on Sunday out into the fresh air of the green country.

"The bicycle made millions of city people acquainted with the country, the fields, the trees, and the real life of the earth.

"It gave amusement of a healthful kind to hundreds of thousands of young men and women.

"Nothing could be more charming than the great crowds of young women with knickerbockers and rubber-soled shoes pumping their way out toward the green country."

There it is, the gospel of fresh air, the independence, the emancipation from the maddening crash of the cities' battle of man and man, and the principle of healthful recreation, all boiled down into a few crisp sentences. Again it says:

"Colonel Pope has declared that he would manage to revive bicycle enthusiasm. He would render a great public service if he succeeded in doing so, and we hope that he will.

"Perhaps Mr. Roosevelt could find time some day or other to start a bicycle boom. He likes strenuous things, and the bicycle is strenuous. If he would ride a wheel for a while, write one or two articles and deliver one or two speeches, he could help to start the bicycle business all over again.

"Meanwhile there is no reason why the individual reader should not start up a small bicycle boom on his own account.

"If you want to show good common sense, get a bicycle—a good one. They are reasonable in price now. The roads are good. Get your bell, your bicycle clothes, your bicycle face and your best friend, then go out in the country where human beings belong. Be one of the starters of the new boom."

Few people realize to the full what an overwhelming influence on the world, from the tottering outcast to the prosperous man of millions, have these terse expressions of opinion, whose staccato is almost painful, yet whose every word forces home a meaning. Here is an encouraging step in the right direction which, barring the spectacle of the

"rubber-soled shoes" and "knickerbocker-clad girls," and the allusions to Colonel Pope and Mr. Roosevelt, makes for good. Only this, the bicycle trade does not want a boom. It had a boom once, and the memory of it is still a dark brown taste in the mouths of the survivors. What it does want is a healthy revival, a revival in which there shall be none of the hysteria of the fad, none of the suggestive and mischievous inflation of which booms are made, but rather the calm force of a rational demand for one of the greatest utilities man has yet seen, one of his greatest aids to sanity, to health and to pleasure. A few such utterances as the Journal's will serve the purpose. It is simply fair play to a most deserving article, and fair play at the hands of the public prints is all that the bicycle needs to complete its recovery.

About Motorcycle Racing.

For the sake of the future of the new sport, it is to be hoped that the men who participate in New York's first motorcycle race meet, which occurs July 8 next, will be able to demonstrate that it is not "all a case of the machine," or, in other words, that the man himself "counts for something." It is really necessary if the sport is to become enduringly popular.

The condition of automobile racing makes plain the importance of the matter. Each succeeding race meet held this season has been marked by successive shrinkages in the attendance. The reason is not far to seek. The public pays to witness contests, not a series of processions. For all practical purposes automatons would serve as well as the human beings who drive the racing cars. All they ever do is to pull a throttle wide open, hold a steering wheel and trust to God for the rest. If they finish within a quarter mile of each other it may be reckoned a "close finish." There is no skill, no headwork, no tactics displayed. Automobile races are the wildest sort of scrambles almost invariably degenerating into processions. The fear that "something may happen" to his machine is the one thought uppermost in the driver's mind. It impels each of them to put on all speed from the word "Go!" that he may get as far ahead of his rivals as quickly as possible in order that if something does happen he may be so far ahead as to be able to limp in a winner.

It is poor sport; there is rarely a thrill or an exciting and cheer provoking finish to it. It is small wonder that diminishing attendances are the rule. If men wish to see mere

bursts of speed they can see many of them every day in the week without paying a cent for the privilege. We once heard a regular attendant at automobile race meets say that his devotion was due not to the fact that he expected to really witness a race, but that he was possessed of the unshakable opinion that at any meet he might see a few cars smashed or a few men killed.

The state of affairs has given rise to much comment and "given pause" to promoters. It is well, therefore, that those concerned with motorcycle sport "sit up and take notice," as there are grounds for fear that motorcyclists who engage in racing are prone to follow the same tactics, or rather lack of tactics, that mark the chauffeur. Properly conducted and with men who have faith in their mounts, motorcycles have the making of the most thrilling and spectacular sport on the calendar. There is more of the man and not so much of the machine about them that makes automobile racing so mechanical and tame; at the same time they are possessed of more speed and "fireworks" than the bicycle. They embody the best features of both, and a little more, and if the men who use them race like men and not like automatons there are big times and bumper houses ahead. If, however, the men simply open throttles and "cut loose" from the crack of the gun, adverse results are as certain.

German Bicycles in America.

Commenting on the remarkable and long sustained growth of the German export trade, one of the English prints remarks with a satisfaction that readily may be imagined "it is noteworthy that the exports of German cycles and parts to the United States are now greater than the imports of American cycle goods into Germany," which is "to laugh." German statistics may show such a state of affairs, but if the German stuff ever really reaches this country, it is sent out of it so quickly that few men ever catch even a fleeting glimpse of the goods. There is only one thing rarer than a British bicycle in the United States, and that is a German one. And British bicycles, it may be added, are as rare as white blackbirds.

It is bad enough for dealers to have to contend with the reputationless cut-throats of the trade. When a reputable house descends to cut-throat methods, even by a roundabout course, it suggests that there is "something rotten" this side of Denmark.

OFF FOR 'FRISCO

Early and Leuly Start with Toothbrushes— Rain and Broken Balls Retard Them.

"Across the Continent with a Toothbrush," may well be the title of the volume if ever the story of the record-breaking jaunt from New York to 'Frisco, which Harry Early, of Bayonne, N. J., and Emil Leuly, of Hoboken—next door to Bayonne—undertook on Sunday morning last (11th inst.) is put in book form.

While they were awaiting the New York City Hall clock to mark 7 o'clock—the hour of their start—none unacquainted with them would have guessed which of the twenty cyclists gathered in the park were the intending transcontinentals. It was quite like a lot of riders gathering for a pleasure run to Coney Island. Both Early and Leuly were absolutely devoid of luggage of any kind. The only clue to their identity was an extra G & J cover and inner tube, which were strapped to their bicycles—Early's a Yale and Leuly's a Pierce—both fitted with G & J tires. This and a toothbrush apiece comprised their "impedimenta," for it is their intention to buy new underwear and outer wear and throw away their old duds as occasion requires. Their lack of waterproof capes was remarked.

They were away at the first stroke of 7, all of the riders present going with them to the ferry, and several going aboard and keeping them company for a part of the first day's ride across New Jersey.

And those who saw the men off, and who wished them "good-bye and good luck," were P. A. Dyer and D. M. Adey, presidents, respectively, of the Century Road Club of America, and of the C. R. C. Association. Leuly is a member of the former, while Early is on the roll of both organizations.

They must have felt the need of waterproofing before night, when they put up at Tannersville, Pa., at 8:32 p. m.—106 miles from New York. They ran into several showers during the day, but nothing more serious than one puncture and a broken chain served to delay them. Rain all of that night, however, converted the bad roads of Pennsylvania into bogs, and as it continued intermittently all of Monday, 12th, the record-breakers had a sorry time of it; it took them two hours and eight minutes to cover the first eight miles out of Tannersville, and they were able only to reach Glenwood, Pa.—69 miles from that point.

More showers was their portion on the 13th, and worse luck—the breaking of the balls in a crankhanger and rear hub "tied them up" for 7 hours and 35 minutes. After crossing from Pennsylvania into New York the roads improved somewhat, but their day's travel totaled but 64 miles, instead of 100 or better, on which they had reckoned. They slept that night in Owego, N. Y.

On the fourth day, Wednesday, 14th, they "struck their gait" and reeled off 129 miles,



FIXTURES



June 18, Brooklyn, N. Y.—C. R. C. of America's 50-mile road race for championship of United States and Canada.

June 23, Bloomington, Ill.—Wheelmen's Club 8-mile road race.

June 25, Brooklyn N. Y.—C. R. C. of America's 1 and 5 mile record trials.

July 4, Atlanta, Ga.—Race meet Piedmont track.

July 4, Boston, Mass.—Race meet at Charles River and Revere Beach tracks.

July 4, Newark, N. J.—Meet at Vailsburg board track.

July 4, Richmond, Ind.—Dealers' Association track meet.

July 4, Brooklyn, N. Y.—C. R. C. Association 25-mile road race.

July 4, San Antonio, Tex.—Mission City Wheelmen's 30-mile road race.

July 8, Brooklyn, N. Y.—F. A. M. and N. Y. M. C. C. motorcycle race meet at Parkway Driving Club track.

July 30, Brooklyn, N. Y.—C. R. C. Association's 5-mile road race.

July 30, Brooklyn, N. Y.—C. R. C. of America's 10-mile record trials.

August 7-11, Waltham, Mass.—Annual meet Federation of American Motorcyclists.

August 27, Brooklyn, N. Y.—C. R. C. of America's 25-mile record trials.

September 17, Brooklyn, N. Y.—C. R. C. of America's 100-mile handicap road race.

November 30, Brooklyn, N. Y.—C. R. C. of America's 30-mile handicap road race.

reaching Mount Morris, N. Y., 368 miles from the start—at 9 o'clock that night. The day was unsufferably hot, but passed without other accident than a broken chain. The roads were fair, and as good side paths were found in many places, the men made the most of them.

They rolled into Buffalo (443 miles) the next afternoon, 15th, at 1.10 P. M., after losing about 35 minutes, due to another breakage of balls in a bearing. They spent the remainder of the day in that city.

Saucer Track for Los Angeles.

According to Harry Heagren, manager of the Salt Lake and Ogden saucers, there is every indication that a new saucer will be built at Los Angeles. Oakland was talked of as a probable site, but it is stated that the latter city was abandoned and Los Angeles chosen. It is said that Los Angeles capitalists are willing to finance the new venture. Helena and Butte, Montana, are also talked of as good locations, but of the two latter towns nothing definite has as yet been decided.

"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York.

GOOD RACING AT DENVER

Hamilton Defeats Samuelson in Hot Event —Motorcycle Race Thrills Spectators.

Over a thousand persons braved the scorching rays of "Old Sol," to witness the second meet at the Denver saucer, Sunday afternoon, June 4, and a good card of events rewarded their exertions. The best event was a match race between the rejuvenated W. W. Hamilton, once "the unpaced king," and W. E. Samuelson, of Utah. The race was run in three heats at varied distances, and the finishes were exciting enough to keep the spectators keyed up to the highest tension.

The first heat was at half a mile, and the two riders were neck and neck when they rounded the turn for the short dash to the tape. The finish was one of the closest that has been witnessed in the West this season, only a few inches separating the men at the tape. Hamilton, to the extreme delight of the Denverites, had the advantage. His time was 1:05. The next heat, at three-quarters of a mile, was also close, but Samuelson finished first by about two feet. His time was 1:40. Hamilton won the match by crossing the tape first, in the final heat at one mile. Samuelson was ahead at the last turn and had the pole, but Hamilton made a good sprint and finished in the lead. His time for the mile was 2:11.

Another interesting contest was the three-cornered five-mile motorcycle race between G. R. Boyd, A. J. Hamilton and E. C. Stein. Boyd won easily, after sailing around the deep saucer in a way that made the nerves of the spectators thrill—motorcycle racing is comparatively new in Denver. Boyd's time for the five miles was 6:42. W. E. Schnell rode an exhibition half mile behind a motor in 0:55.

John G. Beard, of Fruita, finished first in the mile novice without exerting himself. Lloyd Doerr, of Denver, was second, and Joseph Krents, of the same city, rode in third. In the amateur two-mile open, Fred Schnell made a remarkable jump just before the last lap, and beat Fred Samuelson at the tape by only two feet. Kinney Barney crossed third. Time, 4:35.

At the start the unlimited pursuit race between W. E. Samuelson and E. E. Smith looked like it would be a "cracker," but after the first mile Smith's energy seemed to be spent, and Samuelson caught him at the eighth post. The time was 2:35 3-5. Summaries:

One mile, novice.—John B. Beard, Fruita, first; Lloyd Doerr, Denver, second; Joseph Krents, Denver, third. Time, 2:23 3-5.

Match race between W. W. Hamilton and W. E. Samuelson, for purse of \$200.—First heat, half mile—Won by Hamilton. Time, 1:03. Second heat, three-quarters mile—Won by Samuelson. Time, 1:40. Third heat, one mile—Won by Hamilton. Time, 2:11.

Half-mile open, amateur.—Fred Samuelson,

first; F. E. Schnell, second; Kinney Barney, third. Time, 1:11.

Two-mile open, amateur.—F. E. Schnell, first; Fred Samuelson, second; Kinney Barney, third. Time, 4:35.

Five-mile motorcycle, professional.—G. R. Boyd, first; A. J. Hamilton, second; E. C. Stein, third. Time, 6:42.

Unlimited pursuit race between W. E. Samuelson and E. E. Smith.—Won by Samuelson. Distance, 1½ miles. Time, 2:35 3-5.

Half-mile motor-paced exhibition, amateur.—F. C. Schnell. Time, 0:55.

Hopper Breaks a Record at Ogden.

Norman C. Hopper, the speedy little Minneapolis (Minn.) rider, broke the record for three miles in competition at the new Ogden (Utah) saucer, Thursday night, June 1. The former record for three miles was 6 minutes 11 seconds, and was made by W. E. Samuelson, at the Salt Lake bowl last year. Hopper's time for the distance was 6:07 3-5. The race in which this record was broken was a three-mile open. Naturally, Hopper won. Saxon Williams finished second, and E. E. Smith third. All the events were close and exciting, and a large crowd cheered the riders. Following are the summaries:

Half-mile open, amateur.—Wilcox, first; Pate, second; Weiser, third. Time, 1:04 4-5. Second heat—Hume, first; Morgan, second; Castro, third. Time, 1:06 1-5. Final heat—Wilcox, first; Castro, second; Hume, third. Time, 1:05 1-5.

Two-mile handicap, amateur.—Wilcox (20 yards), first; McCormack (45 yards), second; Hume (scratch), third. Time, 4:10 2-5.

Quarter-mile, professional.—Hardy Downing, first; Achern, second; Redman, third. Time, 0:30 3-5.

Three-mile open, professional.—N. C. Hopper, first; Saxon Williams, second; E. E. Smith, third. Time, 6:07 3-5. Former record, 6:11.

Five-mile motorcycle match race between Heagren and Smith.—Won by Smith. Time, 6:40 2-5.

Vailsburg Track Officials Not Indicted.

No indictments were found by the Essex County grand jury in session at Newark, N. J., last week against Charles B. Blomecke, Fred W. Voigt, Solomon DeVries, Edward Rupprecht and Charles Franks, the quintet who were arrested May 7 for attempting to hold races at the Vailsburg board track, after the Newark Police Commissioners had decreed that there should not be any more Sunday racing at the famous old track. It is understood, however, that the matter was not finally disposed of, and that further hearings will be given.

At the annual meeting of the Pacific Wheelmen, of San Francisco, Cal., the following officers were elected: President, W. J. Cuthbertson; vice-president, A. Alcayaga; secretary and treasurer, G. W. Payton; sergeant, H. Polson; captain, John Black.

OGDEN ROUSED TO CHEERS

Close Finishes Furnish Excitement—Walter Bardgett Wins a Heat by Inches.

While no records were broken at the Ogden (Utah) board track Monday night, 6th inst., nearly two thousand people witnessed a good card of events, with the finishes close enough to cause the most solemn individual to "loosen up" and cheer. The half-mile open for the moneyed men was full of surprises. Walter Bardgett, who lately journeyed westward from Buffalo, N. Y., to seek his fortune, crossed the tape well ahead of Burris, his nearest opponent. Hollister was third. In the second heat Leyland surprised everybody by sprinting over the tape first. Leyland is, no doubt, a fast man, but as yet he has done little or nothing, and his backers took this as an encouraging sign. Hopper finished second, and Saxon Williams third. Hopper kept up his winning streak by pushing his wheel over the line ahead in the final heat. Two other prominent pedal pushers finished second and third, respectively, Saxon Williams and Hardy Downing. Time, 0:59 1-5.

J. B. Hume distinguished himself in the two amateur events by finishing first in one and second in the other. The first, a quarter-mile open, was run in two heats and a final. In the final heat Hume had little difficulty in leading the other across the tape. Marty was second, and McCormack followed, a close third. Time, 1:33 1-5. McCormack and Hume had a hard fight for first place in the two-mile open, but the former managed to push his wheel over the tape first by inches. Wilcox trailed in third. Time, 4:20.

In the five-mile motor-paced between Iver Redmond and Emil Agraz, the former won, although it was the general opinion that the Mexican would have finished first had his motor exploded as all good motors should. Redmond's time for the five miles was slow, 8:07 1-5. Summaries:

Half-mile open, professional.—First heat—Walter Bardgett, first; Burris, second; Hollister, third. Time, 1:01 2-5. Second heat—Leyland, first; Hopper, second; Williams, third. Time, 1:03 2-5. Final heat—Hopper, first; Williams, second; Downing, third. Time, 0:59 1-5.

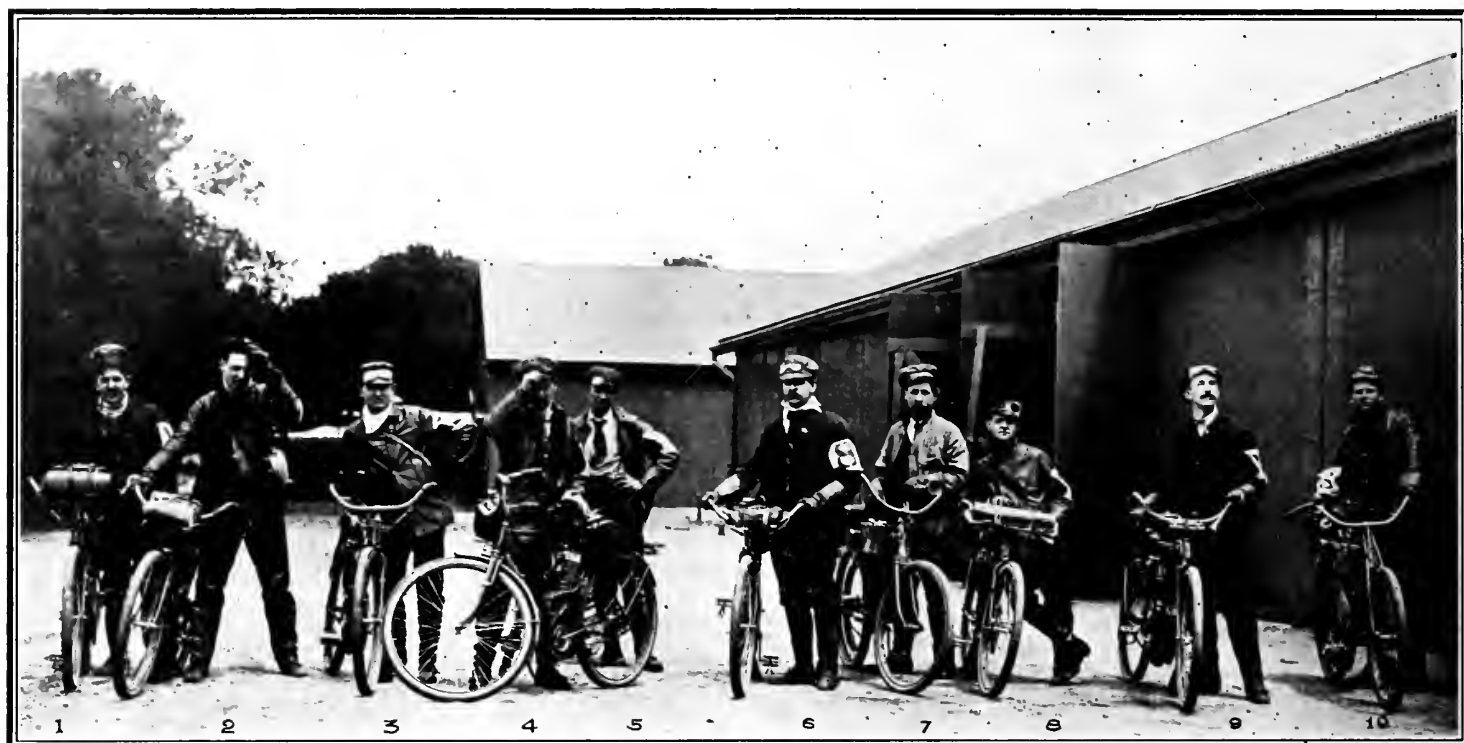
One mile handicap, professional.—E. E. Smith (65 yards), first; Emil Agraz (50 yards), second; Achorn (120 yards), third. Time, 1:53 2-5.

Five mile motor-paced match race between Iver Redmond and Emil Agraz.—Redmond, first; Agraz, second. Time, 8:07 1-5.

Quarter-mile open, amateur.—First heat—Hume, first; Ellsworth, second; Castro, third. Time, 0:20. Second heat—Wilcox, first; Murphy, second; Taylor, third. Time, 0:31 2-5. Final heat—Hume, first; Marty, second; McCormack, third. Time, 1:33 1-5.

Two mile open, amateur.—McCormack, first; Hume, second; Wilcox, third. Time, 4:20.

Participants in California's Strenuous Endurance Contest.



Ten of the thirteen who reached Del Monte (124 miles), the turning point, photographed in the control there. All save Litchfield completed the return journey (total 256 miles) and earned perfect scores.

1. C. A. BOWMAN (Indian).
2. J. M. LITCHFIELD (Indian).
3. J. H. NASH (Indian).

4. F. E. CARROLL (Indian).
5. H. G. CORBALEY (Indian).
6. C. C. HOPKINS (Indian).
7. F. A. GENUNG (Duck).

8. L. B. SMITH (Indian).
9. J. W. FRY (Reading Standard).
10. M. FINK (Yale).

Speed of the Wheel's Top.

Several years ago some ingenious newspaper scribe proceeded to demonstrate that the top of a bicycle wheel moved faster than the bottom. This assertion, though by no means new or strange, provoked a vast amount of discussion. Hundreds of riders tried experiments, and almost without exception decided that it was a fallacy, for, as sagely remarked by some wit, if the top should move faster than the bottom, the top would get there half an hour or so before the bottom.

This is one of the principles concerning the action of rolling bodies in motion that is very little understood. For the sake of simplicity this apparent impossibility may best be explained by taking a wagon wheel with but few spokes. Suppose this to be stripped of the rim and felloe, leaving nothing but the hub and spokes. If turned in this condition, the motion produced will not be exactly rolling, but a series of rotations about the ends of the spokes as they successively come in contact with the ground. If there were twice as many spokes, the motion would be smoother and so proportionately if the number were increased three or four times. But in any case the character of the motion would be the same; it would be composed of a number of short swings about the ends of the spokes. Carrying the simile a little further, it is not

difficult to see that a wheel with a rim or a solid roller might be conceived as having a very great number of spokes, the ends of which are very close together. This conception thus illustrates the fact that any rolling body rotates, as a whole, about the point in contact with the ground, which is a constantly advancing instantaneous centre.

When a body rotates about a fixed point or axis, it is easy to ascertain just how fast any part of it is moving at a given instant. For instance, take the ordinary bicycle wheel. The point of contact with the road is A; that diametrically opposite is B; the hub centre is C, and a point on the tire lying exactly in a horizontal plane with C is D. A is thus the fixed point. Suppose the hub, C, to be moving at the rate of 5 feet per second. The point, B, directly opposite A in vertical plane is twice as far from A, the fixed point, as is C, and it will be plain that it must move twice as far in the same time, or twice as fast as the hub, C. The point, D, in a horizontal plane with C, is about 1.4 times as far from A as is C, and hence it is moving $5 \times 1.4 = 7$ feet per second. In general the speed of any point of a rolling body is exactly proportional to its distance from the point of contact with the ground. Thus the top of a bicycle wheel is at any given instant moving twice as fast as the centre, and

therefore many times faster than a point near the bottom of the wheel.

This fact may be confirmed by intently watching the wheel of a rapidly moving buggy. The upper spokes form a blurred maze, while the lower ones can be seen distinctly. Or it may be conclusively shown by performing a very simple experiment. Take a plank and move it on top of a roller. It will be found that when the plank has moved, say, 10 feet, the centre of the roller has travelled just 5 feet, which shows that the point in contact with the plank moves twice as fast as the centre.

Fairness to the Motorcyclist.

John T. Drought, secretary of the Milwaukee (Wis.) Automobile Club, is the first automobilist having to do with the framing or passage of laws who has not unnecessarily added to the burdens of the motorcyclist. A year ago, when his club was framing an act which included motorcycles, the president of the F. A. M. asked that they be eliminated, and that motorcyclists be permitted to "work out their own salvation." Nothing was done at the time, but Mr. Drought drew up a new bill this year, and it has just been signed by the Governor. As it applies only to "automobiles and similar motor vehicles," and as motorcycles are certainly not similar to them, it is evident that Mr. Drought kept them in mind and exempted them in praiseworthy fashion.

LIFE OF THE BICYCLE

How Its Susceptibility to Repair Makes Possible a Prolonged Term of Usefulness.

What is the life of the average bicycle? The question is not a difficult one to answer as a general rule, because it can well be said that a bicycle of quality is good for a lifetime—better than that, it may become an heirloom and serve younger generations as their first mount from which to take initial falls and to collide against sundry obstructions, contact with which would be fatal to the appearance of a newer steed. There are, of course, so many considerations to be weighed in answering such a question that the lifelong service of which a good wheel is capable is not always rendered for any one of a number of reasons.

Probably first and foremost comes the matter of accidental destruction. But, then, how often is a bicycle actually done with "for keeps" by an accident? Very rarely, indeed. It well may be said that there are few things made of metal and rubber that can be brought so near to apparent dissolution and still be capable of repair at reasonable expense as the bicycle. A smashed wheel—that commonest of mishaps—looks very bad, but is readily righted at a small outlay. Two smashed wheels look worse, but they likewise are easily made good. Take two smashed wheels and a bent and twisted frame—something that very rarely happens—and the wheel is indeed a sorry looking spectacle, to all appearances good for nothing more than the scrap heap; but even this injury may be righted and the bicycle still "live" to cover many thousand miles. And even a disastrous accident such as would cause such havoc will not nowadays bring with it a repair bill that would make it cheaper to invest in a new mount, provided the subject of the accident were of aristocratic origin. Of course, many a new wheel can be purchased to-day for what it cost to fit a new front or rear wheel ten years ago, or, for that matter, what it cost to invest in a gaudy nickel plated, sperm oil burning abomination that was thought to be a wonder of a headlight a score of years since.

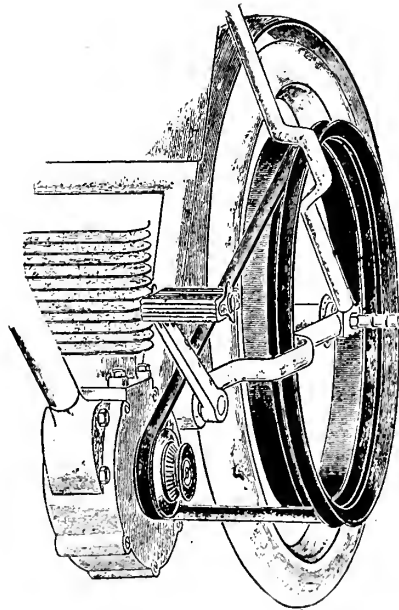
But the first quality bicycle of to-day still sells for fully half of what its predecessor of a decade ago brought, and even though it come so near to total destruction as to appear hardly worth while fixing to any but an expert repair man, still it may, in the majority of instances, be once more put in fighting trim at an outlay not exceeding, and rarely equalling, more than 40 per cent of its original cost. Naturally it is doubtful if the average owner of a bicycle that had met with such a mishap would consider it worth while to tote it as far as the nearest repair shop, or, for that matter, consider the question of disposing of it to a junkman. He would usually consider himself fortunate for having escaped with his life and be content to have

the worthless remains over the nearest hedge. But it is mighty seldom that such a denouement takes place.

A generally seedy appearance is doubtless the most prolific cause of the bicycle coming into hands other than those of their original purchaser. The life of enamel and nickel is extremely short, compared with that of its foundation, and within two to three years at most it has lost much of that brilliant lustre that is the pride of so many owners. Then it is due to descend either to the second hand dealer, the younger son or

Two-Speed Gear for Motorcycles.

About the simplest means of providing motor bicycles—at least those of the belt driven type—with a two-speed gear comes from Germany and is shown by the accompanying illustration. As will be noted, a double V-pulley is mounted on the engine



shaft, while the pulley on the rear has also two V-paths. Each of the pulley grooves is of a different diameter, but so arranged that the one belt can be readily used on either pair without any shortening or lengthening being necessary. The idea is that when a hilly district is reached, the rider should transfer the belt to the pulleys giving the low gear.

brother, or is taken in trade for a new one or is swapped off for something else, although as a subject for exchange the bicycle has lost much of the popularity that attached to it several years since.

The consideration that operated most strongly in favor of the purchase of a new mount at short intervals has long since disappeared entirely; that was style, and for a few years it was the predominant factor in the marketing of the new year's output. There was such a startling difference, or apparent difference, in the process of evolution that finally brought the bicycle to its present trim and businesslike form that but a season passed and its style was that of the

past; another year and it became antiquated; still another, and it looked outlandish by comparison and it was regarded more as a curio than otherwise.

Standardization and the squelching of the inventor who would saddle all manner of freaks on the bicycle put an end to all that, and, apart from its state of newness or shabbiness, there is now little indication to point the year of a wheel's origin.

Accidents and old age are, in short, the chief enemies of the bicycle's days in the land of the living, and the latter is by far the more potent factor of the two. It is the chief consideration that maintains the demand for new wheels, and doubtless always will be, but despite that fact it would not be a difficult matter to bring forth from the cellars and garrets all over the country not alone representatives, but hundreds of them, of every type of bicycle that ever enjoyed any popularity, were it but for a single season. And not alone those of the safety variety, but many an old ordinary, a Star or an Eagle quietly reposes under its mantle of heavy dust in out of the way storage places, and, with a little oil and brushing off, as good as ever it was in its palmiest days to reel off the miles of country road.

A startling verification of this fact was brought to notice only last summer. Spinning along the side of a country road in the ubiquitous trolley car a turn in the road revealed what appeared to be a long string of ordinaries, slowly wending their way. As if electrified every man and woman in that car sat up and rubbed his eyes. Was it a reality or only a vision? Nineteen hundred whizzing by eighteen eighty. True enough, every detail of it and every one of those mounts had been resurrected and dusted off for auld lang syne, for their riders were all well past forty-odd, and one of them rode a Star. Waiting at a turn out permitted the riders to gain a mile or so, and when again overtaken they were slowly walking up an incline that the rider of the safety would scorn. The same old high ordinaries, the same old riders. It was a sight not often seen nowadays.

New Definition of an Accident.

It is easy enough to talk with glibness about an accident and to feel secure in the knowledge that insurance policies cover accidents of every sort—workmen's accidents, driving accidents, accidental injury or death to one's self, third party accidents, and every other variety of event coming under the word "accident." When it comes to an argument in a court of law, however, it appears that it is not assumed that every break-up or occasion of outside loss which would, by the man-in-the-street be regarded as an accident is so regarded by the learned gentlemen of the bench. In the British Court of Appeal a few days ago an appeal was allowed in favor of employers who had in the court below been ordered to compensate a workman's representatives for death of the workman from lead poisoning contracted at work. In giving judgment, one of the members of the court said, "an accident is something that is not expected, and something the date of which must and can be fixed." It is stated that the case is to be taken to the House of Lords.

HOPPER THE STAR

Minneapolis Sprinter Biggest Figure at Salt Lake.—Lawson, Home Again, Loses.

Norman C. Hopper continued his winning streak at the new Salt Lake saucer Friday night, 2d inst., by starting from scratch and crossing the tape first in the two mile handicap for professionals. Hopper is doing some phenomenal riding and it is the opinion of those who know, or at least think they do, that Hopper will figure strong in the championships this year. In the two mile handicap, E. B. Heagren had an advantage of 150 yards over the little Minneapolis rider, but Hopper soon pulled the lead down and sprinted across the tape ahead. Hardy Downing, 55 yards, crossed second, and Emil Agraz, 100 yards, was third. Heagren followed across fourth. Time, 4:04 3-5.

Saxon Williams finished first in the quarter-mile consolation for the "pros," and Iver Redmond was second. He was disqualified for crowding Hollister, who finished third, and second place was given to the latter rider. J. E. Achorn was given third place. Time, 0:30 35.

Hume had an easy victory in the half-mile amateur open, and Castro finished second. Wiser trailed in third. Time, 1:03 2-5. In the mile amateur handicap the backmarkers could not overcome the lead of the handicap men and Holliday, who was given 70 yards, sprinted across the tape first. Tate, with 80 yards, was second, and Wiser, 65 yards, added another third to his string. The time was 2:16 3-5.

It seems that no Zion race meet would be complete without a motorcycle contest, and this night proved no exception to the usual rule. T. M. Samuelson and E. B. Heagren rode a pretty race for first place, but the former scored the victory. His time for the five miles was 6:45 4-5. E. E. Smith also entered but did not finish after his motor began to miss fire. Summaries:

Two mile handicap, professional—N. C. Hopper (scratch), first; Hardy Downing (55 yards), second; Emil Agraz (100 yards), third; E. B. Heagren (150 yards), fourth. Time, 4:04 3-5.

Half-mile open, amateur—J. B. Hume, first; Castro, second; Wiser, third. Time, 1:03 2-5.

Quarter-mile consolation, professional—Saxon Williams, first; C. L. Hollister, second; J. E. Achorn, third. Time, 0:30 35.

One mile handicap, amateur—Holliday (70 yards), first; Tate (80 yards), second; Wiser (65 yards), third. Time, 2:16 3-5.

Five mile open, motorcycles—T. M. Samuelson, first; E. B. Heagren, second. Time, 6:45 4-5. Also ran—E. E. Smith.

Three thousand people saw Iver Lawson, the world's champion, go down before Nor-

man Hopper, the fast Minneapolis sprinter, at the Salt Lake City saucer Wednesday night, 7th inst. It was not a great surprise, as Hopper has been "going great guns" ever since the season opened, and it takes more than two weeks, as every racing man knows, to put even a world's champion in condition, Lawson having just returned from Australia, where he captured a big roll of the "long green."

The race in which the champion was trimmed was a two mile open, and the riders set a hard sprint from the start. Hollister was leading the bunch at a fast clip on the next to the last lap, and at three-fourths of a lap to go Hopper suddenly jumped from the bunch and made a terrific sprint for the tape. Lawson was right behind, and tried to pass the Minneapolis man, but the latter led across the line by about half a length. The fight for third and fourth places was also close and caused the large crowd to hug themselves with joy. E. E. Smith and Walter Bardgett, the Buffalonian, were neck and neck when they rounded the turn into the stretch, and only two inches separated the riders at the tape, Smith, however, getting the advantage. Time, 4:03.

One pleasing feature of the races this year is that human pace is employed to keep the men from loafing, as has heretofore been the case. Hopper also finished first in the one mile match race with Walter Bardgett. Pacemaker Achorn dropped out at two laps to go, and Hopper immediately developed a terrific sprint. The Buffalo lad bravely pedaled his best, but the Western crack crossed the tape first. Hopper's time for the mile was 2:05 3-5.

By a beautiful steal on the last lap of the half-mile amateur, when defeat seemed imminent, Castro shot ahead of the bunch and crossed the tape first. It was a risky steal, but the crowd thoroughly appreciated the nerve of the rider and cheered accordingly. As the riders swung into the last turn it seemed as though Taylor, Tate and Ellswood would cross the tape in the order named. Just at this stage, however, Castro developed unusual speed and finished first. The time for the event was 1:27.

A fast sprint in the last lap of the half mile consolation race for professionals won the race for Hardy Downing in 57 seconds. Iver Redman, Emil Agraz and C. L. Hollister finished in second, third and fourth places, respectively. Summaries:

Two mile open, professional—N. C. Hopper, first; Iver Lawson, second; E. E. Smith, third; Walter Bardgett, fourth. Time, 4:03.

One mile match between Norman C. Hopper, of Minneapolis, and Walter Bardgett, of Buffalo.—Won by Hopper. Time, 2:05 3-5.

Half mile open, amateur—Castro, first; Taylor, second; Tate, third; Ellswood, fourth. Time, 1:27.

Three mile open, amateur—Wilcox, first; McCormack, second; Morgan, third. Time, 6:07.

Half mile consolation, professional—Hardy Downing, first; Iver Redman, second; Emil

Agraz, third; C. L. Hollister, fourth. Time, 0:57.

Iver Lawson is evidently having a hard time getting into championship form, as on Friday night, June 9, at the Salt Lake saucer, he was again trounced by several lesser lights. In the first heat of the half-mile open Leyland sprinted across the tape first, with C. L. Hollister hugging his rear tire. Lawson just squeezed into third place. The second heat went to Walter Bardgett, of Buffalo, with E. E. Smith second, Emil Agraz third, and Norman C. Hopper fourth.

Then in the final heat came the grandstand play by Hopper, the Minneapolis sprinter, that landed the money for Hollister and kept Lawson from getting into the lead. Hopper has won everything in sight so far, and this time he magnanimously elected to pull Hollister through for first place. Hollister was gradually losing ground when Hopper towed him through the bunch to first place. E. E. Smith and Walter Bardgett also elected to team, and soon got well in front. When Lawson "tumbled" to the game it was too late. High on the bank he raced and then began to kick out that fast sprint that has more than once taken him past competitors, but this time it was too late. After being assured that Hollister would manage to get across the line first, Hopper very generously dropped back, and Smith and Bardgett finished second and third. Lawson could only get fourth.

Hardy Downing has been sick and should not have attempted to race at this meet. But, as he says, he is hard to kill, and he went against Saxon Williams in a five-mile motor-paced match race. Williams rode rings around Downing. His time for the five miles was 7:42.

"Clem" Turville celebrated his return to the track by outdistancing his rivals in the three-quarters mile professional event. Agraz finished second and Achorn was third. Time, 1:30 2-5.

Summaries:

One mile, amateur.—First heat—Hume, first; Taylor, second; Redman, third; McCormack, fourth; Ellswood, fifth. Time, 2:09 3-5. Second heat—West, first; Holladay, second; Marty, third; Mills, fourth; Nadel, fifth. Time, 2:06 2-5. Final heat—Redman, first; Holladay, second; Hume, third. Time, 2:05 2-5.

Half mile open, professional.—First heat—Leyland, first; Hollister, second; Lawson, third; Williams, fourth. Time, 1:03 4-5. Second heat—Bardgett, first; Smith, second; Agraz, third; Hopper, fourth. Time, 1:02 1-5. Final heat—Hollister, first; Smith, second; Bardgett, third, and Lawson, fourth. Time, 1:00 1-5.

Two mile open, amateur.—Wilcox, first; Hume, second; Castro, third. Time, 4:12 2-5. Lap prize winners—Marty, 5; Wilcox, 3; Holladay and Tate, 2; Larson, Mills and Starbuck, 1.

Three-quarters mile consolation, professional.—Turville, first; Agraz, second; Achorn, third. Time, 1:30 2-5.

Five mile motor-paced match race between Saxon Williams and Hardy Downing.—Won by Williams. Time by miles, 1:30; 1:33; 1:35; 1:34; 1:30. Total, 7:42.

TO BE REAL RACES

Innovations that Promise Snappy Sport at the Coming New York Motorcycle Fleet.

Influenced by the "runaways" and "processions" that have marked most of the automobile race meetings, the committee in charge of the F. A. M.-New York Motorcycle Club's race meet, which is to occur on the Parkway Driving Club's track, in Brooklyn, July 8, have worked out their programme with a view to providing snappy sport and exciting finishes. While the two championships will be open to all machines of F. A. M. "standard" weight, in the novice race and in the pursuit race only full roadster motor bicycles will be permitted to be used. This will bar "featherweights," "specials" and two-cylinder machines, of which there are only a few in existence, and which make competition one-sided. At least one, and perhaps two, events for "one design" machines will be included.

But the three miles Hang Together race is an experiment of unusual interest and one which the automobile promoters are awaiting with considerable concern. If it works out as outlined, its adoption will almost certainly become general and thereafter assure automobile racegoers of at least one close and interesting contest. In the Hang Together a pacemaker will be employed. He will set a warm two-minute clip, and contestants who do not remain within fifty yards of him will be declared "distanced," while any who may run ahead of him previous to entering the last quarter may be disqualified. Turning into the stretch on the last lap the pacer will drop out, while the others will then throw throttles wide open and fight like devils possessed for the finish line.

"It ought to prove a race worth going miles to see," said H. J. Wehman, of 108 Park Row, New York, who is in charge of the entries, in speaking of the experiment. "It will give all machines an equal chance, but more than that it will call for tactics and headwork and compel the riders to display their skill and generalship, and it will give the spectators a run and a race for their money, too. There simply cannot be a 'runaway' or a 'procession.' The field will be compelled to remain bunched for two and three-quarter miles, and the man who keeps his eyes open and makes the best play for position and whose hand reaches his throttle first after the pacer drops out stands the best chance of winning, and in the short, swift quarter-mile sprint he is not likely to win by much more than an eyelash."

The two miles, 2:05 speed judgment contest is another innovation designed to give all machines an equal chance and to prevent a "runaway." There will be but one prize offered in this event, and the first man across the tape will not necessarily be the winner; the award will go to the rider who comes nearest to covering the two miles in 4:10--

an average speed of 2:05 per mile. The prize itself will be out of the usual. It will comprise three pieces of hand-painted china, two steins and a whiskey jug, the sort of bric-a-brac that most men prize most highly. It is the gift and handiwork of a lady. One of the steins is of strikingly original design—the F. A. M. badge in raised gold, and set off with festoons of the blue ribbons emblematic of victory.

Punished for Illegal Team Work.

Suspensions and other punishment were meted out to E. F. Root, John Bedell, Oliver Dorlon and Joseph Fogler, for illegal team work at the Decoration Day meet, May 30, at the Vailsburg board track, at a meeting of a special commission appointed by A. G. Batchelder, president of the National Cycling Association, held at the Bay View Wheelmen's clubhouse, Newark, N. J., last week, but as there is not another meet scheduled until July 4, the punishment of the men was a mere formality. Root, Bedell and Dorlon were disqualified in the half-mile handicap, and Fogler, who was said to have been in the combination, and who failed to get a look at the prize money, was fined \$15. All four riders were suspended until June 25.

The commission found that there was no regular referee for the half-mile handicap, in which there was a flagrant violation of the rules, and in the light of evidence decided to disqualify John Bedell, who won; Oliver Dorlon, who finished second, and E. F. Root, who got third, and gave the first prize money to George Glasson, who came in fourth.

In the two-mile race W. D. Coburn acted as referee, and as that official testified that the race to him looked to be fairly run, the order of the finish was allowed to stand.

California Abandons Road Racing.

California's classic event, the yearly 100-mile relay road race around the bay, which has been promoted by the Associated California Cyclists, is no more, and, in fact, no more road races of any description will be held in that State. This decision was reached at the last meeting of the league. The reason given is that with the advent of the motorcycle it has been found impossible to run the races unpaced, and paced road racing is dangerous. The various California clubs will not, however, slide back into the rut of inactivity, as they will promote numerous track meets during the season.

McFarland to Locate in Australia.

Floyd MacFarland, who has just returned to America after a fairly successful season in Australia, states that after next year he will retire from the track. Statements of this kind have been made before, but the lanky one says he means it this time. After finishing the season in America, "Long Mac" states, he will return to Australia, where he will ride all winter. Then he will take a farewell try at the European cracks, returning to Melbourne, Australia, in the spring, and there he will settle down as a hotel proprietor.

OLD NATIONAL TURNPIKE OPEN

Famous Pike Free to Tourists—Pennsylvania Law Abolishing Tolls Takes Effect.

Automobilists will be interested to know that the old National Turnpike, in Greene and Washington counties, Pa., is now open, and that hereafter no tolls will be exacted from tourists. The Pennsylvania Legislature passed a law abolishing tolls and making it a State road, and the last toll was collected this week.

From a historical point this one time National pike is interesting. The old pike, or, as it is known in law, the Cumberland Road, had its inception in the mind of George Washington. In the days when steam was unknown, Washington conceived the idea of a great highway to run from the seaboard to Wheeling. Later it was planned to extend it to Vincennes, Ind. In 1806 Congress passed a bill for the construction of the Cumberland Road from Cumberland, Md., to the State of Ohio. Jefferson signed the act on March 29, 1806. The following year the Senate passed an act permitting the United States to build the road through the State of Pennsylvania. The road was thrown open to the public in 1818, and, until the advent of the first railroad over the mountains, was the nation's great highway to the West. It was built to last, and its old iron tollgates and stone milestones are a lasting monument to its builders.

The great men in the early history of the nation travelled over the "old pike." Jackson, Harrison, Clay, "Sam" Houston, Polk, Taylor, Crittenden, Shelby, Allen, Scott, Butler and the eccentric "Davy" Crockett all jogged over it in stages and dodged piles of limestone in the centre of the "old pike" in its day. On one occasion the carriage Henry Clay occupied upset on a stone pile. Clay extricated himself and remarked: "This is a mixing of the Clay of Kentucky with the limestone of Pennsylvania."

Judge Wins Tiger's Handicap.

Alfred Judge, with a handicap of five minutes, finished first in the ten-mile handicap road race open only to members of the Tiger Wheelmen, at Valley Stream, L. I., last Sunday, 11th inst. As the course was only a mile long the event was made far more interesting to the spectators. First time prize went to Henry Vandendries, who started from scratch, and covered the distance in 30 minutes and 56 seconds. Summary:

Post	Rider	Handicap, m. s.	Time, m. s.
1	Alfred Judge	5:00	32:45
2	F. Zapke	5:00	32:47
3	V. Trebay	7:00	36:10
4	A. Johnson	3:00	32:12
5	N. Kind	3:00	32:13
6	C. P. Soulier	2:00	32:53
7	H. Vandendries	scratch	30:56
8	G. Hunter	2:00	32:55

The Morrow is Advertised by its Contented Customers

Salem, Oregon, June 3, 1905.

ECLIPSE MACHINE CO., Elmira, N. Y.

Dear Sirs:—I have ridden the 1905 Morrow brake I received from you last December 2268 miles, without having the least trouble, and more than that I have fitted it regularly on all my wheels and without receiving a single complaint of any kind. I GUESS THAT IS GOING SOME.

From my past experience any dealer who classes the many other brakes with the 1905 Morrow is certainly standing in his own light. I say this because I make each of my repair men ride different brakes; in that way I learn the faults of them all in a practical way.

Wishing you every success or the same success as I have had with the Old Reliable Morrow Brake.

Yours very truly,

WATT SHIPP,

The Bicycle Man.

Are YOU Standing in Your Own Light?

ECLIPSE MACHINE CO., = Elmira, N. Y.

RHODE ISLAND'S REVIVAL

Dealers' Road Race Attracts Thousands—
Close Finish in Spirited Contest.

That old-time enthusiasm over road racing is capable of being rejuvenated was well manifested in Rhode Island last Saturday, 10th inst., by the crowd of over 5,000 people who witnessed the twenty-five-mile handicap event, that was promoted by the Rhode Island Bicycle Dealers' Association. Favored by excellent weather and almost perfect roads, the race was run in exceedingly fast time, the first three men covering the distance in little more than an hour, and nearly all the riders finished within ten minutes of the first bunch. The course was properly patrolled, but even with this precaution some of the riders had difficulty in working their way through the enthusiastic crowd of spectators at the finish.

The course was from the junction of Park and Reservoir avenues, in Cranston, then laying off towards Knightsville, then to Oaklawn, by the School for Girls, winding back by the Sockonosset School and the prison. The finish brought the riders back into the stretch on Reservoir avenue. Three laps of this course constituted the twenty-five miles.

Promptly at 3:30 o'clock the limit men, with 8 minutes' handicap, Alvin Loftes, John Rose and George T. Hubbard, all Providence riders, were started off from "Sandy" Fenner's, that famous rendezvous of "ye good olden days," and they set a heart-breaking pace from the start. Over fifty men were pushed off the different marks following the limit riders.

Loftes maintained his fast clip throughout the first lap and made the Fenner turn 1 minute and 20 seconds ahead of his fellow-starter, Rose. In order, Gallagher and Ingham, both of Providence, made the turn, and then came Lewis, whose fast pedalling had brought him up from the five-minute class and put him with the leaders. At the first turn several of the riders fell, and a puncture put Farrell, one of the scratch men, out of the running.

Loftes was still leading Lewis when the second lap was negotiated, but by a very small margin. The time of this round was just 27 minutes. The two scratch men, Wyatt and McDonald, were making good time, and rounded the turn only four minutes behind the limit men, having gained 4 minutes since the start.

It can truthfully be said that the finish was one of the closest and prettiest that has ever been witnessed in any New England road race. Just as the first men were visible at the far end of Reservoir avenue, the spectators were treated to a surprise. One of the riders suddenly shot out of the bunch and came up the stretch like he was sprinting for his life.

"Who is it?" burst from a thousand throats, as they saw the slender lad, with face so

covered with dust as to be unrecognizable, flash over the tape, several seconds ahead of the oncoming bunch.

It was Lewis, and the air reverberated with echoing cheers for the plucky little South Providence rider, who had sprinted across the tape first with such heavy odds to overcome.

The real finish, however, was just after Lewis had crossed. Bussey, Kopsky and Londergan were bunched on the stretch, and only one-fifth of a second separated them at the tape.

A. W. McDonald, of Boston, started from scratch and took first time prize, covering the distance in the fast time of 1 hour 46 seconds. Bussey, of Brockton, from 1 minute, was second, in 1:00:59. J. E. Londergan, of Worcester (1:00), finished in fourth posi-



NEW YORK BRANCH 214-216 WEST 47TH ST.

tion and third time. He negotiated the course in 1:00:59 2-5. Summary:

Pos.	Rider.	Residence.	Hdep.	Net time.
			m.s.	h.m.s.
1	S. Lewis	Providence	5:30	1:04:45
2	Bussey	Brockton	1:00	1:00:59
3	J. G. Kopsky	Boston	4:30	1:04:29 1-5
4	J. E. Londergan	Worcester	1:00	1:00:59 2-5
5	E. L. Collins	Lynn	1:30	1:01:39
6	T. J. Norton	Providence	3:30	1:04:04
7	A. W. McDonald	Boston	Scratch	1:00:46
8	A. Loftes	Providence	8:00	1:09:40
9	J. McPartlan	Woburn	3:30	1:05:27
10	J. G. Ingram	Providence	7:00	1:09:16
11	R. Wyatt	Brockton	Scratch	1:02:18
12	G. Gallagher	Providence	7:30	1:09:35
13	G. H. Hunter	Providence	6:00	1:08:26
14	N. Ernall	Brockton	6:00	1:08:41
15	T. Panacy	Brockton	6:00	1:09:32
16	T. W. Sulis	Providence	6:30	1:10:28
17	A. Pountain	Woonsocket	5:00	1:09:09
18	A. Lacointe, Jr.	Attleboro	7:00	1:13:44
19	E. H. Smith	Providence	7:00	1:13:54
20	J. H. Whyte	Providence	6:30	1:16:53
21	J. Curry	New Bedford	5:00	1:15:35
22	A. Rheinhardt	Providence	6:30	1:19:49
23	R. Goddard	Providence	6:30	1:18:52
24	A. Tatler	Riverside	5:30	1:18:56
25	E. Butlerworth	Seekonk	4:00	1:19:37
26	D. Taylor	Providence	5:30	1:27:47
27	H. Ford	Providence	6:30	1:29:31

Time prize winners.—A. W. McDonald, Boston (scratch), 1:00:46; J. Bussey, Brockton (1:00), 1:00:59; J. E. Londergan, Worcester (1:00), 1:00:59 2-5; E. L. Collins, Lynn (1:30), 1:01:39; T. J. Norton, Providence (3:30), 1:04:04.

RODE AROUND WALTHOUR

MacLean Defeats Atlanta Man at Revere Beach—Two Exciting Amateur Events.

Four thousand persons saw Hugh MacLean ride rings around "Bobby" Walthour at the Revere Beach track, Boston, in a twenty-mile motor-paced affair, last Saturday night, 10th inst. The Chelsea man covered the distance in 28 minutes 30 seconds, and when the riders were called from the track, MacLean was 11 laps, or one and three-eighths miles ahead.

MacLean was paced by Turville, and Gus Lawson managed the machine for Walthour. The Chelsea pace follower took the lead at the start and kept in that position until the finish. Several times Lawson tried to pull Walthour up, but MacLean showed that he had plenty of reserve energy, and each time cut down the Atlanta rider's gain. In the twelfth mile Lawson's motor started its usual feature of missing fire, and William Saunders took up Walthour, but soon broke a chain. After that Fred White, MacLean's spare pacemaker, towed Walthour home without incident.

The two amateur events were far more exciting than the professional event. The two-mile "miss-and-out," "devil-take-the-hind-most," "God-help-the-last-one," or whatever it is called, made a distinct "hit" with the spectators. It was one continuous sprint from the start, as the last rider in every second lap was called from the track. Matt Downey, the little sprinter of Jamaica Plains finished first, with D. J. Connolly second. J. J. McKinnon crossed the tape third. Time, 4:26 3-5.

Nineteen riders started in the ten-mile open, which resulted in a hard grind all the time, with continual intermediate sprints for the mile prizes. McNeil led for the first two miles, and Downey, Drea, Coffey, C. Connolly, T. Connolly, Barry and Giles had the pace in the other miles. This last mile prize, which was won by Giles, upset all the calculations of the "fans."

In all previous events, Giles has had a habit of winning one mile, or lap prize, and then dropping back. Saturday night, however, he treated the spectators to a genuine surprise. After the ninth mile, Giles sprinted away from the bunch and had gained a lead of nearly a lap before the other riders realized what was taking place. Matt Downey started after him, and at the bell had gained a quarter of a lap. The long mile sprint had exhausted Giles, and when the stretch was entered, Downey had nearly covered the lost ground. With one last effort Giles pushed his wheel over the tape only a half length ahead of the Jamaica Plains rider. The spectators showed their appreciation by yelling for at least five minutes. He "ticked" them, moreover, for few can remember when Giles

ever won before, McKinnon was third. Time, 25:22 4-5. Summaries:

Twenty miles, motor-paced:

Mile.	Leader.	m. s.
1	MacLean	1:22
2	MacLean	2:26
3	MacLean	4:01 2-5
4	MacLean	5:36 3-5
5	MacLean	7:01 3-5
6	MacLean	8:25 3-5
7	MacLean	9:47 1-5
8	MacLean	11:10
9	MacLean	12:33 3-5
10	MacLean	13:57
11	MacLean	15:20
12	MacLean	16:44 3-5
13	MacLean	19:47 2-5
14	MacLean	19:47 2-5
15	MacLean	21:15
16	MacLean	22:41
17	MacLean	24:06
18	MacLean	25:33
19	MacLean	27:09 2-5
20	MacLean	28:30

Two miles, open, amateur.—Matt Downey, first; D. Connolly, second; J. J. McKinnon, third. Time, 4:29 3-5.

Ten miles, open, amateur.—Harvey Giles, first; Matt Downey, second; J. J. McKinnon, third. Time, 25:22 4-5. Mile prize winner—J. McNeil, 2.

Selection of the British Team.

The trials to select a team of three to represent Great Britain in the race for the international motorcycle cup, which occurs in France on the 25th inst., were held on the Isle of Man on May 30, resulting in the choice of the following men and machines: J. S. Campbell (6 horsepower Ariel), Scotland; H. Collier (6 horsepower Matchless), England; C. B. Franklin (6 horsepower J. A. P.), Ireland; reserve, H. Rignold (Rignold), England.

Six men started, and covered a 24-mile circuit "as often as they could before 8 o'clock," when the limit of the privilege expired. Five rounds were completed, Campbell winning in 4:09:34. Only six of the many entries started, a number of them being unable to get inside the 110 pounds weight limit. As one account has it: "There were 10 horsepower monstrosities, in which every feature of design or convenience had been sacrificed to getting the big-size engine through under the regulation weight of 110 pounds 3 ounces. But despite great holes bored in the belt rim, smaller holes cut out of the cranks, the handle-bars reduced to stumps, and even the leather of the saddle in a large measure sacrificed, they failed to pass the test. Still more radical measures had to be adopted. The hack saw was once more set to work on the handle-bars, the pedals were taken off, and at length they were reduced to 3 ounces under the weight and passed by the officials, not without some covert smiles on the part of these close individuals and broad grins on the faces of less responsible persons."

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Motor World Publishing Co., 154 Nassau street, New York. ***

HERE'S THE "TOM THUMB,"

Details of Diminutive Carburettes of Simple Construction and Extended Range.

While particularly adaptable to the needs of the motorcycle, owing to its compactness and diminutive size, this ingenious little carburetter of French origin, which has been very aptly dubbed the "Tom Thumb," has also been found very efficient on light single cylinder cars of not more than 6 horsepower.

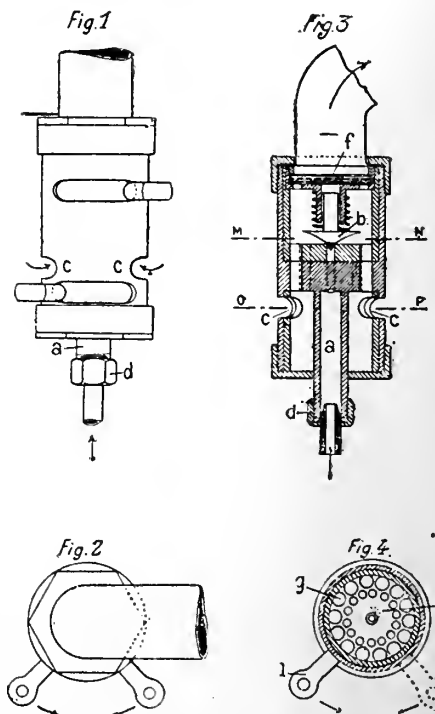
The aim of its designer has been to reduce the number of parts to a minimum, and in consequence its liability to derangement, but at the same time to produce a piece of apparatus capable of delivering a proper mixture over an extended range of speeds as effectively as many of the much more complicated types extant.

In the different illustrations given Fig. 1 represents an elevation, while the corresponding plan view is shown in Fig. 2. Fig. 3 is a longitudinal section through the axis, showing the parts in the same position as in the elevation. Fig. 4 is a horizontal cross section at the line MN of Fig. 3, and Fig. 5 is a similar view taken through the line OP of Fig. 3. Fig. 6 represents in a plan view the envelope or body of the carburetter. The wire gauze strainer through which the mixture must pass before issuing from the carburetter is shown in two views in Fig. 7.

This carburetter is composed of the usual cylindrical body, divided on the interior slightly above its median line by a fixed diaphragm, pierced by a certain number of small perforations, and resting upon a vertical tube of less than half the diameter of the outer envelope and extending downward a short distance below the body of the carburetter itself. This tube, A, terminates in the full inlet held in place by the nut D and through which the liquid is drawn into the carburetter by the suction of the motor. This horizontal diaphragm or table is further pierced eccentrically by a hole corresponding with the upper outlet of the tube A. Fig. 3, whence the gasoline enters the carburetting chamber and first comes in contact with the air.

The carburetting chamber is annular, terminating above in the cover of the outer case, and below in a flat plate supported by the table referred to. This piece or bottom of the chamber is pierced by a number of openings corresponding with those in the table—that is, when the carburetter is operating at its maximum capacity these holes are entirely unobstructed. Centrally this bottom piece is further pierced by a crescent shaped opening, H, Fig. 4, through which communication is established with the eccentric hole in the table and the mouth of the tube for the passage of the fuel. This opening normally remains closed by the apex of the cone shaped piece B, held in place both by gravity and the pressure of a weak spiral spring against which it must be lifted

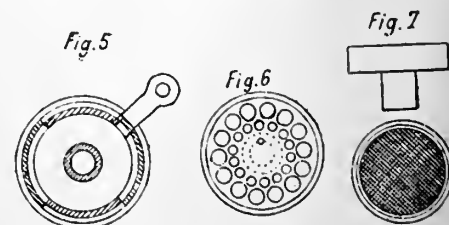
by the suction of the motor. The cone B is provided with a head extending across the entire opening of the outlet, which acts as a strainer. The mixture on leaving the car-



Figs. 1, 2, 3 and 4.

buretting chamber passes through the holes of the strainer F directly to the motor.

The air supply is regulated as follows: The containing case of the carburetter is pierced by openings CC on each side, some distance below the horizontal diaphragm, and in this lower portion there is a second tightly fitting hollow cylinder, pierced with openings to correspond. In Figs. 1 and 3 these are shown exactly coinciding at which point the



Figs. 5, 6 and 7.

maximum amount of air would be admitted. In Fig. 5, on the contrary, they are shown entirely closed, this being effected by the rotation of the interior hollow cylinder through the medium of the small lever shown. A similar arrangement is employed to regulate the amount of mixture admitted.

The chairman of the committee of the Connecticut Legislature who diplomatically promised the F. A. M. representative that he "would do what he could" for the motorcyclists in amending the automobile bill, kept his word! As amended, the act specifically refers to motorcycles and subjects them to registration, and the other requirements imposed on automobiles, which the existing law does only by implication.

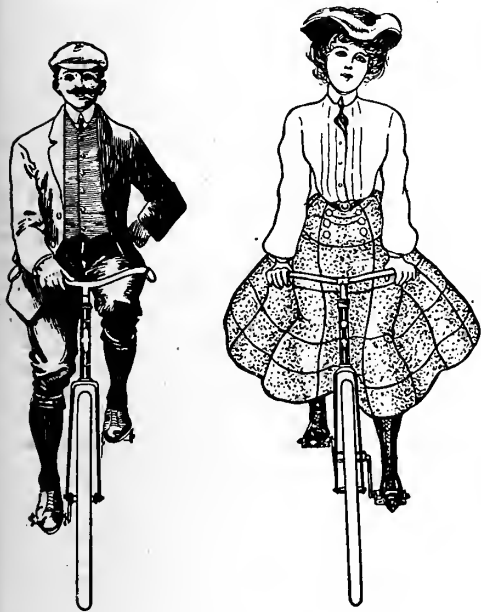
FIRST CATCH THE EYE,

then appeal to reason, is given as the basis of all good advertising.

AS EYE-CATCHERS

THERE IS NOTHING SO GOOD AS PICTURES.

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No. 1.

No. 2.



No. 3.

Electrotypes—This size, each, - 35 cents.
Two inches high, - 25 cents.

ORDER BY NUMBERS.

THE BICYCLING WORLD COMPANY
94-96 Tribune Bldg., New York.

Albert Champion Returns to the Track.

"If you get out of it, it will only be temporarily; you'll soon come back." That is what one racing man once said, when asked for his opinion of the game. That apt expression can be applied to Albert Champion, who used to be a pretty good pace follower. Champion deserted the bicycle racing game several years ago for the automobile, in which latter, however, he did not do as well as he expected. "There is nothing like the bicycle racing," Champion is quoted as saying only two or three weeks ago. He has been training hard for the past month, and will ride against Walthour to-night (Saturday) at the Charles River Park track, Boston.

Corbaley Entertains Five Double Teams.

The San Francisco Motorcycle Club was the guest of H. G. Corbaley & Co., of Palo Alto, on Sunday, the 4th inst., and twenty-two riders enjoyed the hospitality of that firm in the university town. Among them were five double teams—Mr. and Mrs. (Captain) Nash, Mr. and Mrs. W. B. Morrill, Mr. and Mrs. F. E. Carroll, Mr. and Mrs. Hofman, Mr. and Mrs. F. M. Byrne and Mr. and Mrs. C. C. Hopkins. The trip home was made around the bay, making a pleasant century run. On the Oakland side of the bay the roads were well filled all day with motorcycle riders. Now that many of the boats carry motor vehicles, the east side of the bay is more popular than ever.

Thirty Prizes for C. R. C. A. Road Race.

Twenty-five place and five time prizes will be hung up by the Long Island Division of the Century Road Club Association for the fortunate riders who finish in the twenty-five-mile handicap road race, scheduled for July 4. The start and finish will be at Valley Stream, and the limit men will be started off at promptly 10 A. M. Entries may be sent to A. B. Eiffler, 312 Reid avenue, Brooklyn, N. Y.

Coates Injured In Collision.

Ed. Coates, one of the Pope Mfg. Co.'s motorcycle men, whose participation in the endurance runs and other events of the past two years has made him fairly well known, was run into and badly injured by an automobile being driven on the wrong side of the street in Hartford one day last week. The force with which he was struck was so great that he was thrown bodily against a fence, while his machine was practically wrecked.

Caldwell, Moran and MacLean Matched.

Harry Caldwell, James Moran and Hugh MacLean are matched to ride a three-cornered fifty-mile motor-paced race at the Revere Beach track, Boston, Mass., to-night, 17th inst. Several amateur events will also be run off.

"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York. ***

FOUR Hill Climbing Contests

have been held this year, one each at

Boston, Mass.,
Springfield, Mass.,
New York, N. Y.,
Pittsburg, Pa.



THE INDIAN Won All of Them.

6 OF THE 10 PERFECT SCORES

made in the California Endurance Contest, May 28, (256 miles in 16-18 hours) were made on Indians. The other four were shared by three different makes.

"REMARKABLE"

some people may say; but then the Indian is a remarkable machine; and its performance in these hill climbs is no more remarkable than its successive victories in the National Endurance Contests of 1902, 1903 and 1904. The same qualities that earned for it the only Gold Medal at the St. Louis Exposition, "make good" everywhere every day.

HENDEE MFG. CO.,
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WANTS AND FOR SALE.

15 cents per line of seven words, cash with order.

FOR SALE—Good second-hand bicycles, frames and tandems. Write for prices. **WILLIAM McDOUGALD**, 357 N. State St., Chicago, Ill.

WANTED—All your motorcycle repairs; we have the greatest facilities and conveniences in the City for doing them. Parts always on hand. 1904 Rambler, new, \$150. **TIGER CYCLE WORKS**, 782 Eighth Ave., New York.

WANTED—Second-hand Indian Motorcycles; send full particulars; 1905 Indians for immediate delivery; also full line of Indian and Thor parts, supplies, etc. Try our Indian Blue air dried enamel to touch up old Indians. **F. WIDMAYER**, 2312 Broadway, New York.

INDIAN Motorcycles, grip controls, compensating sprockets, \$125, \$140, \$150; 1904 Rambler, new, spring fork, \$175; Mitchell, 4 h. p., \$90. Batteries and parts for Indian, Rambler, Warwick Motorcycles. We make a specialty of rebushing engines and reboring cylinders. **F. A. BAKER & CO.**, 1080-82 Bedford Ave., Brooklyn; 20 Warren St., New York.

MOTORCYCLE BUSINESS for sale at value of fixtures and machinery. Owing to increasing carburettor sales we can no longer give it proper attention. Good stand, good city. **BREEZE MOTOR MFG. CO.**, 33 Court St., Newark, N. J.

JOHN S. LENC'S SON & CO.

33 Murray Street, NEW YORK,
CARRY A COMPLETE STOCK OF

BICYCLES, TIRES, SUNDRIES
CAREFUL ATTENTION PAID TO
PROMPT SHIPMENT.

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It's free for the asking and shows up the best line of Bicycles, Bicycle and Automobile Supplies on earth with prices the lowest always.

JOS. STRAUSS & SON,
Buffalo, N. Y.

ALL ROADS ARE EASY WHEN THE



**STAR
BALL
RETAINER**
IS USED.

With millions in daily use, it has stood the test for more than five years and is adaptable to ball bearings of any kind.

If you are users of ball bearings we would be pleased to hear from you and mail you our catalog with the latest information which we know would be profitable and interesting to you.

STAR BALL RETAINER CO., Lancaster, Pa., U. S. A.

The Week's Patents.

790,173. Carburettor for Explosive-Engines. Frank A. Biehn, Chicago, Ill. Filed March 2, 1903. Serial No. 145,799.

Claim.—1. A carburettor comprising a casing divided into two compartments forming an air-supply chamber and a mixing-chamber; a mixing-tube communicating with both of said compartments; a noil-reservoir having a discharge-nozzle extending into the end of said mixing-tube communicating with the air-supply chamber; said mixing-chamber having an outlet for connection to the cylinder of an engine, and having a port com-

municating with the outer atmosphere; a valve for normally closing said port; a plunger acting in said mixing-tube and connected with said valve; said mixing-tube having an opening through its wall communicating with the mixing-chamber and adapted to be closed or decreased in area by said plunger, substantially as described.

798,980. Controlling Mechanism for Motor-Cycles. Axel Levedahl and Reinhold A. Norling, Aurora, Ill., assignors to Aurora Automobile Machinery Company, Aurora, Ill., a Corporation of Illinois. Filed September 8, 1903. Serial No. 127,227.

Claim.—1. That in a motor-cycle, the combination with the controlling member for the motor, and a manually-actuated device for controlling said member carried by the handle-bar, of a collar surrounding the stem of the handle-bar and sliding endwise thereof, and two ring-like members surrounding said collar, one connected with said motor member and the other with the hand-actuated device, one of said ring members being fixed to the collar and the other rotative thereon.

790,273. Acetylene Gas Generating Lamp. Charles W. Beck, Chicago, Ill., assignor, by mesne assignments, to Electrolite Gas Lamp Company, New York, N. Y. Filed September 21, 1896. Serial No. 606,492.

Claim.—1. In a generator for producing acetylene gas, the combination of a liquid-receptacle provided with a duct for delivering the liquid therefrom, means for controlling the flow of liquid through said duct, a plurality of carbid-receptacles, and means for moving said receptacles relatively to the duct whereby the outlet of the latter is caused to traverse the carbid-receptacles and said receptacles are brought successively into communication with said outlet.

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the money than the use of the

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SEND FOR OUR ILLUSTRATED
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BRAND NAME TUBES—BUSHY—CHICAGO

The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LI.

New York, U. S. A., Saturday, June 24, 1905.

No. 13

WOOD RIM MAKES CHANGES

General Shake-up Among the Officials, and Another Factory Is Shut Down.

Henceforth, or at any rate until further notice, the American Wood Rim Co. will operate but one plant, that at Onaway, Mich. Its factory at Marietta, Ohio, has been idle for some little time, and at a special meeting of the directors held last week in Bradford, Pa.—once the chief source of production—it was decided also to shut down and discontinue manufacture at that point.

This unexpected decision was not the only matter of moment that occurred at the meeting, which, indeed, marked a general shake up of officials. B. M. Bailey tendered his resignation as president, and E. J. Lobdell was chosen to fill the vacancy, Del Emory succeeding to the vice-presidency, left open by the advancement of Lobdell to the higher office, while M. Jackson becomes secretary and treasurer.

The fact that other manufacturers of wood rims not identified with Lobdell's company were hovering about appeared significant and conveyed the impression of concerted action of some sort, but all efforts to discover what "had been doing" proved unavailing.

It could not be learned whether another increase in the price of rims is in contemplation, but as Lobdell, who originally hailed from Marietta, Ohio, is now building a \$100,000 home in Greenwich, Conn., it would seem to indicate that past prices have been highly profitable.

Deceived Buyer Recovers His Money.

S. W. Frucht, who poses as a jobber in a bargain counter bicycle store, which he conducts in the basement of 23 Park Row, New York, is wiser than he was before he met F. C. Woodruff. Woodruff dropped into the basement and so listened to the tempting tale of "just as good" that he was induced to exchange twenty good dollars for what appeared to be a bicycle; it certainly had two wheels and a handle-bar, but Woodruff soon found that it ran almost as lightly as an ice wagon. It led to an inspection that disclosed an amazing state of things. The crank hanger was a

misfit. It was never designed for the machine, and to make it serve, rollers had been substituted for balls, while the hanger had been wedged in place with tin.

Woodruff was not content to acknowledge himself "done." Instead he called on Frucht and demanded the return of his \$20. Frucht in substance "gave him the laugh." Then Woodruff became mad clear through. He instituted suit for the amount, and when the testimony had been heard, Judge Murray, sitting in the First District Municipal Court, gave him judgment for \$20 and costs, in all \$27.02.

Extent of the Call for Racycles.

Harry Walberg, manager of the Miami Cycle & Mfg Co., Middletown, Ohio., was in New York this week. He was smiling, of course. He scarcely would be Harry Walberg without the smile. He drew it in for a fraction of a second while he remarked in response to a question that business had not been quite up to the mark. Then the smile came again when he added that to date the factory had shipped only (note the "only") 1,100 more Racycles than had been shipped at this time last year. Was the demand holding up?

"Yes, I think we will ship at least 700 more Racycles this month than we shipped in June of 1904," was Walberg's gentle response. "Just before I left Middletown we forwarded a carload of 380 machines to our California agent, every one of them a high grade Racycle."

Ephraims' Offer Is Refused.

Ephraim Bros., the Buffalo jobbers who recently made such a picturesque failure, last week screwed up their courage sufficiently to offer their creditors a 35 per cent settlement. The "generous offer" was promptly declined, and the prospects of Lee Ephraim making an extended visit to an institution even more interesting than Monte Carlo, where he claimed to have dropped a fat roll of the creditors' money, were thereby considerably increased.

The Retail Record.

Baltimore, Md.—G. W. Thompson & Co., 251 Broadway, sold out to Robert L. French.

Danville, Ill.—Walker & Arndt, dissolved; Arndt continues.

CONSOLIDATED RE-CHARTERED

Now a Million Dollar Ohio Corporation—Prospective Changes and Improvements.

The Consolidated Mfg. Co., Toledo, Ohio, is now in process of something of a reorganization, which is likely to still further increase its power and facilities.

The first move in that direction was a decision to surrender the Arizona charter, under which the company is capitalized at \$600,000, and to "take out papers" under Ohio laws with an authorized capital of a round \$1,000,000. This last was accomplished on Friday of last week, but as the papers in the case bear only the names of lawyers or lawyers' employees, no clue to the identity of the new men in the company has been disclosed. It is understood that there are two of them, and that they have invested largely. The fresh capital will be employed in several directions, the enlargement and improvement of the factory facilities among them. As the manufacture of Yale and Snell bicycles has been, if anything, more profitable than the production of Yale automobiles, it is certain that the bicycle interests will not suffer in the reorganization.

Just what changes will be made in the official staff has not been indicated save in one respect. J. B. R. Ransome, the veteran treasurer, is no longer at his desk in the factory, but instead is now actively engaged with the Ransome & Randolph Co., makers of dental and surgical instruments and supplies, in which he has extensive interests.

Pope to Enlarge Eastern Sundries.

Although the Pope Mfg. Co. has discontinued its Chicago sundry department, Hartford headquarters reports that it merely implies a corresponding enlargement of the Eastern department; in fact, a special staff of travelers will be organized which will be devoted exclusively to the sale of sundries.

Joins the Jobbers' Association.

The Worcester (Mass.) Pressed Steel Co. has been elected to associate membership in the National Cycle Trade Association.

EFFICIENCY OF THE BICYCLE

Relative Proportions of Power Applied to Wheel and Used in Overcoming Friction.

The efficiency of the bicycle as a piece of mechanism is something that probably not one rider in thousands has ever troubled his head about. Within certain limits his senses inform him the moment anything is wrong that brings into play an undue amount of friction, and, from the popular point of view, there is no middle ground. Either a bicycle runs hard or it runs easy. The term efficiency, as used in the present instance, means that proportion of the power as compared with the total which is usefully applied in propulsion. Thus, if under certain conditions a bicycle is said to have an efficiency of 90 per cent, it is to be understood that 90 per cent of the power expended at the pedals actually reaches the driving wheel and is used to force the machine ahead, and the remaining 10 per cent is required to overcome the friction of the various parts of the mechanism.

In measuring power the foot pound is the standard unit of comparison or measurement, and as its use is somewhat confusing, a brief explanation of its significance will doubtless suffice to make it clear. One foot pound is one pound raised one foot vertically, one hundred foot pounds being the equivalent of one pound raised one hundred feet, or one hundred pounds raised one foot, from which has been evolved that arbitrary standard—the horsepower, which is power applied at the rate of 33,000 foot pounds per minute. So far as it goes this is a concise and clear definition and, moreover, scientifically accurate, but it falls far short of conveying any definite meaning to the mind of the average man.

No specific term has ever been applied as a measure of man power, and hence there is no standard which can be referred to as the work of an average or very strong man. It may be said in this connection that there is probably as much variation in the work of different horses as in that of different men, and it is generally conceded that the standard of 33,000 foot pounds is considerably higher than can be reached by the average horse. From the results of experiments made by different bicycle riders with a dynamometer, it has been ascertained that 6,000 foot pounds per minute was equivalent to hard riding, and that an effort measured by from 2,000 to 3,500 foot pounds per minute represented the usual conditions of moderate and easy riding.

Various investigations made at different times all agree fairly well in placing the maximum power of a strong man for an exceedingly short space of time, when working under conditions similar to bicycle riding, as approximately two-thirds of a horsepower; working for two or three minutes at high

speed as one-third of a horsepower, and for a considerably longer time, such as half an hour or an hour, as one-sixth of a horsepower; working continuously for longer periods, and under conditions corresponding to ordinary riding, from one-tenth to one-twentieth horsepower.

When the speed is high the pressure is low, frequently not exceeding five or six pounds, and conversely, when the pressure is highest, as in hill climbing, the speed is low, so that the total work done in either case will not differ greatly. In exceptional instances, such as overcoming stiff grades, the rider throws his entire weight on the pedals, and makers have found that a strain of over 600 pounds is sometimes applied to the chain, doubtless due to jumping on the pedals and hardly representing the amount of power applied to propel the bicycle.

It is estimated that a man weighing 140 pounds, walking at the rate of three and a half miles per hour, performs work at the rate of 3,976 foot pounds per minute, whereas a rider of the same weight will move over a level road at the rate of five miles an hour with an expenditure of only 840 foot pounds of work per minute. In other words, he can cover the same distance at about 50 per cent greater speed with an expenditure of about one-fifth the energy. Even taking into consideration the factor of wind resistance, the total effort to propel a wheel at the rate of ten miles an hour should not exceed 1,336 foot pounds, or but one-third of that required to walk three and one-half miles an hour on the level. These comparisons only apply to smooth, level surfaces, the advantages in favor of the bicycle decreasing steadily as the grades increase and the surface becomes rough.

In propelling a bicycle the power is applied intermittently by pressure on the pedals, and it is interesting to note that a considerable fraction of this power is applied in the direction of rotation of the crank by a movement of the ankle, but the most singular fact is that at no time is the pressure entirely removed from the pedal. A diagram taken by a road dynamometer when ascending a hill at a slow speed showed the maximum pressure to be 65 pounds and the minimum 42, the average fluctuating between these figures. Between strokes the average recorded was 10 pounds, and the diagram indicated that the chain had slackened but once. From a number of similar diagrams it may be conclusively inferred that a good rider always maintains considerable tension on the chain, and that during each revolution the pressure varies from a minimum amount applied by ankle movement to the maximum amount required to move the wheel at the desired speed over the desired grade.

The efficiency of the bicycle as determined by a laboratory test is the joint efficiency of various moving parts of the wheel—that is, the bearings of crank and rear axle; second, the driving mechanism, and, third, the tire. Results of numerous investigations show that with such loads as are usually applied to bi-

cycle wheels—namely, 50 to 100 pounds each—the amount of power lost in friction varied from one-fifth to one-tenth of 1 per cent. But this varies with the nature of the lubricant. With light machinery oil or vaseline this ranged from .14 to .22 of 1 per cent, whereas with graphite and lard it increased from .45 to .75 of 1 per cent. With cylinder oil the friction was intermediate of these extremes. This would indicate that, in good condition and lubricated with an oil that does not prevent free rotation of the balls, the friction is exceedingly slight and, on the whole, an entirely negligible factor. But it was found possible by tightening the adjusting nuts to develop considerable friction, due no doubt to the fact that the balls can be made to bind in the bearing races by this operation, and emphasizing the importance of careful adjustment. It is thus apparent that under average conditions the efficiency of this part of a well made bicycle should be 99.5 to 99.8 per cent, according to the quality of the lubricant and the accuracy of the adjustment.

The efficiency of the driving mechanism is of importance, though for most cases it is higher than popularly supposed, or, in other words, is a smaller part of the total friction. The use of the chain is by far the most general, and as a means of transmitting the power it has the advantage of flexibility, easy repair and high efficiency, with the disadvantage, at least, as ordinarily constructed and used, of being a receptacle for dirt and dust, of being difficult to clean and of requiring frequent adjustment. But there is considerable difference in the friction due to various forms of chain, this amounting between the best and poorest types to about 5 per cent. Under high tension the friction of various chains varies from one-half to 2½ per cent.

These figures are, of course, obtainable only with clean chains and sprockets. The introduction of wet mud and sand brings in a factor the effect of which is startling. Diagrams taken with all parts clean show a very steady pull, in one instance of 71 pounds. Maintaining all other conditions the same, but applying wet mud and sand produced an extremely irregular, wavy line, indicating great and sudden variation in the chain tension from a maximum of 106 pounds to a minimum of 45 pounds. A large number of tests made under varying conditions have shown an efficiency which is practically independent of the speed, and which varies from 97½ to 99½ per cent, depending upon the character of the chain, all being clean and in good condition. The kind of chain used may make a difference of from 5 to 6 per cent of the total power applied. Tests also show that certain makes of chain and sprockets are such as to be very slightly affected by dust or improper lubrication, while others are affected to such an extent as to increase the total friction to 10 or 15 per cent.

The principal cause of loss of power through friction is to be found in the tire. The great difference in the efficiencies of the

same wheel which may be made simply by the change of tires would hardly be credited by one who had not seen the actual measurements of the power under different conditions. Thus in a test in which the speed was maintained at about 14 miles an hour, and the power transmitted was approximately one-sixth horsepower, fully equal to the usual riding effort of an ordinary man, the percentage of efficiency of a certain wheel was 42; the substitution of a different tire raised this 12 per cent., while still a third showed a further increase of 6 per cent., or, as compared with the first, a total increase of 18 per cent.

In another test when applying 3,000 foot pounds per minute equivalent to the energy required in ordinary easy riding, it was found that the efficiency with the poorest tire was 42 per cent. and with the best 70 per cent., which means that the tire alone made a difference of 28 per cent. in the amount of power required to propel the wheel. In other words, the same power that would carry the rider 42 miles on the poor tire would take him 70 miles on the good one. This difference in efficiency for different tires is due principally to the character of the materials used in the tire, the thickness and probably the method of manufacture. A pressure of 60 pounds to the square inch was used in most of the tests cited.

Last but not least one of the most important factors affecting the efficiency is air resistance. From a large number of experiments giving approximately similar results, it has been found that at 15 miles an hour the wind resistance alone amounts to 2,200 foot pounds per minute, and the total amount required to propel the best bicycle at that speed is 4,100 foot pounds per minute. At 30 miles an hour the wind resistance alone amounts to 18,000 foot pounds per minute, and the total required to overcome this and propel the wheel is nearly 40,000 foot pounds per minute. This represents the limit of ordinary human endurance, and to exceed this speed in still air requires extraordinary strength. Any great increase above this figure requires the aid of a pacer to break the wind resistance. On the whole, the efficiency of the bicycle is high as compared with most machinery in daily use.

One Day's Earnings of a Motorcycle

Not all the Yankees are located in New England. A shrewd purchaser of an Indian motorcycle in Mason City, Ill., "turned a little trick" on Decoration Day that is evidence of the fact. He permitted all comers to ride his new machine around the block at ten cents per ride, and writes that the experiment netted him \$30.80 during the day..

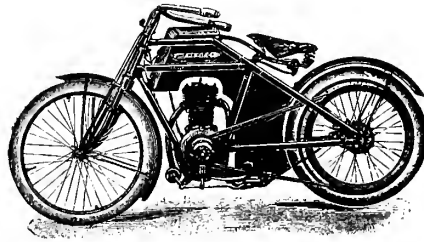
French Buys Thompson's Business.

Robert L. French, who is the "Co." in Howard A. French & Co., Baltimore, has purchased the business of G. W. Thompson & Co., 251 Broadway, that city. The same lines, bicycles, motors and sporting goods, will be handled.

FRAMES FOR MOTORCYCLES

Old-time Design Resurrected in a Foreign Model—Some of its Features.

Probably few of the later generation of cyclists are aware that at one time there was considerable discussion as to whether the pyramid form of frame would not supplant the diamond frame, but the older riders doubtless will recall the manner in which it waged back and forth. It, however, never assumed serious proportions at any time, and while a few of the so-called pyramid framed bicycles were actually built by a well-known enthusiast who is constantly laboring to introduce something out of the ordinary which the general public utterly fails to appreciate, and consequently does not want, nothing ever came of it. The frame now in universal use, and which in its best form closely approxi-



mates the outline of a diamond in section, was never affected by the wave of talk.

When the motor bicycle first put in its bid for the favor of those who had hitherto pinned their faith to the leg driven wheel, something of the sort naturally cropped up again. The diamond frame had proved itself the only thing for the bicycle, but here, it was argued, was an entirely different problem: Is the same frame the best that can be designed to bear the varying stresses imposed by the additional load of the motor and its operation? was the question raised. A glance over the outlines of first models turned out in this country as well as the majority of the machines still current abroad shows at once that almost with one accord these designers threw over the bicycle at the outset and ignored all precedents evolved by experience in that field. Some of the frames produced as a result fairly beggar description, but, on the other hand, there were certain builders whose conservatism has placed them in the lead in this respect. They recognized the fact that long years of experience with the bicycle had amply proven that the so-called diamond frame was not an arbitrary design, but represented in its simplest form a fundamental principle of engineering—the truss. It is in effect nothing more or less than a double King truss, of which the seat post forms the strut, and is a form best adapted to withstand the greatest strains, whether of compression or tension for the smallest weight of metal.

Curious to relate, one of the forms immediately resurrected from the oblivion into which it had fallen since early bicycle days

was that of the pyramid, though it is in reality one that requires a rather greater draft on the imagination to note the resemblance, as it is more of a distorted diamond than a pyramid. This is exemplified by one of the foreign makes of motorcycles, a sample of which is illustrated by the accompanying line sketch. It will be apparent at a glance that the result is, in fact, a distortion of the entire bicycle, an undue lengthening of the wheel base, though this, on the whole, may be desirable, and in general an appearance of awkward weightiness and superfluous power in the cumbrous looking motor. But it took some time to bring the bicycle to its present state of trim neatness and simplicity, and the same process will have to be gone through where the motorcycle is concerned.

Delusiveness of a Cut Price.

Not all the tricks of the trade are limited to the cut-throats. A good illustration of the sort, which also proves that it pays to have backbone, and not meet every cut price that is heralded, recently came to light in New Jersey.

In the particular town rivalry between two of the dealers is quite bitter, and one of them, to score a point against his rival, prominently advertised at \$10 less than list price the bicycle which the latter handled. His competitor was discomfited, but not dismayed, and when a prospective purchaser, on whom he had been working, came to his store after the cut price had appeared and announced that, in view of the price quoted in print, the dealer could hardly expect him to make him a gift of \$10, the dealer refused to meet the cut. With a display of backbone that is not usual, he advised his caller to purchase the lower priced machine if it proved such another as he himself had in stock. In due course the customer returned and announced that he was ready to pay the \$50 which dealer No. 2 exacted for the bicycle.

"What was the matter with those that — is offering for \$40?" the dealer hastened to inquire.

"Matter? Why, it was badly shopworn, was at least two years old and was the only one he had in stock."

Bicycle Thievery Affects Insurance.

In Birmingham, England, the practice of bicycle stealing has become so very prevalent that the local insurance companies have taken warning and will no longer assume bicycles as risks. One company, more hardy than the others, still insures machines under the express condition that they are to be used only for pleasure purposes, not at all in the way of business, since the majority of the thefts have been of machines which have been left standing at the curb by tradesmen and others who were in the way of business. The thieves seem to be well organized and to have some regular method of altering the purloined goods beyond peradventure of recognition as soon as they are taken, for no recoveries seem to have been made and the thefts still go on.



National, Model 80 Special

The weather for the last four months has not been good for racing, but on the other side of the world they are doing good work on the Nationals. The last of January at one meet in New Zealand, two National riders scored four firsts, three seconds, three thirds and six fourths, and at the Timaru Sports, another National rider won all races on the program. They have found out that Nationals are winners, and send 15,000 miles to get them.

In thirty days the sport will begin in the U. S. The Model 80 special National is the winner. Show a sample and it will sell.

NATIONAL CYCLE MFG. CO., Bay City, Mich., U. S. A.



W. E. BAUM,
Sec'y Chicago Motor Cycle Club.

WHAT

Mr. W. E. BAUM,
Sec'y Chicago Motor Cycle Club

SAYS

OF

FISK TIRES

Last year he rode 12,771 miles, of which 3,100 miles was on three pairs of ——— tires, and 9,671 on one pair of No. 88 H Fisk tires 28 x 1 $\frac{3}{8}$ in., and during the entire year he only had one puncture in the Fisk tires. Last year he received First Prize in Chicago for Century Runs and Third Prize in New York.

He states that Fisk tires are not only easier riding but will wear longer and better than any tire he ever had.

FISK RUBBER COMPANY,

Chicopee Falls, Mass.

THE BICYCLING WORLD

FOUNDED 1877
and MOTORCYCLE REVIEW

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Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
 Address us at P. O. Box 649.

NEW YORK, JUNE 24, 1905

How Two Men Fought Imposition.

Two little incidents related on other pages of this issue are of the sort that point the way to a more wholesome state of affairs.

The purchaser of the bargain counter bicycle, who, finding that he had been grossly deceived as to the quality of his purchase, took the seller of it to court, performed a service to both the trade and to the public. If more of those who are thus bitten would similarly turn on the biter much less would be heard of the bargain counters, fake storage establishments and others of that ilk that literally prey on the public and thereby do damage to cycling. Dragging them to court is the only medicine that is of effect on them.

The other incident, that of the New Jersey dealer who resolutely refused to meet a rival's advertised cut on the bicycle he sold, is likewise instructive and inspiring. Price cutting is too often based on just such unstable foundation as prevailed in this case. A cutthroat or rival dealer gets hold of a particular bicycle and forthwith advertises it for sale at a reduced price, making it appear that he had a stock of such machines, or it may be that somebody told somebody else that

So and So was selling certain bicycles or sundries at certain reduced prices. The advertisements or rumors are duly conveyed to the agent for such goods, and he feels called on to meet the cut. It is no new procedure for merchants with elastic consciences to quote lower than list prices on goods which they do not even have in stock for no other reason than to discomfit their competitors handling the wares.

If there was more backbone displayed by dealers and more investigating done before meeting an alleged cut in price the retail trade would be considerably better off.

Mission of the Travelling Salesman.

When a man enters the employ of a firm as its representative on the road, with the intention of disposing of that firm's goods to the greatest possible advantage to the firm, it is perhaps seldom, if ever, that he realizes to the full, unless he has already served his time as it were, all that is involved in what he has entered upon.

To the average youngster just about to leave school there is something tremendously attractive about the life of the man on the road. His way of life, the constant change of scene, the dash and gobang of his existence, together with the traditional free-handed proclivities of the ilk, make it seem that the life is one long rush of joy; that it is a care free, well paid and well fed sort of life, and that the necessary qualifications are the natural gifts of most every one. Nor is it realized, even by many an older head, that there is much of real heroism about the jaunty man of the road who blows in with his devil-may-care ways and his batch of new stories; or that there may be, and all too often is, a bit of real tragedy behind the persistency that is so galling and the dogged insistence which simply will not let go until the desired order has been booked. Nevertheless, it is all too true, and the path of the successful salesman is not by any means a rose strewn way.

In the first place, once he has allied himself with a firm he ceases to be an individual in the ordinary sense of the word, and at once becomes merged in the personality of his "house," as he lovingly calls it henceforward. He is part of a machine; he is no longer a free man; he is a dependent factor, and his sole dependence is on the integrity and reliability of his employer. It is for him to bear the brunt of criticism at all times, to smooth over the delinquencies of his inferiors, at home, and those of his superiors as

well oftentimes, and it is for him to literally "stand for the goods" come what may, through thick and thin, at all times and under all sorts of circumstances. Just by way of illustration, here is a story which was related by the hero not long since on the Twentieth Century Limited to a group of sympathetic individuals, many of whom had, as the sequel proved, been through just as trying contingencies in their own lines.

The man in question travels for a grocery house which has the enviable reputation of always living up to its samples. He has a long route, and his acquaintance among the retail trade is wide and of long standing. One day as he was opening samples of a new brand of canned tomatoes for the inspection of a customer his practised eye told him that all was not as it should be. The goods were spoiled. What to do? The simple man would have proceeded to explain just how such a thing could have come about and what a rare occurrence it was. The oldtimer would have pronounced it "one on him," and the house would have to stand treat. Not so the hero of the road. Pausing in the course of the operation of opening the can, he plunged into a thrilling anecdote, which, needless to say, had nothing whatever to do with the grocery business, and just at the climax, emphasizing the point with a sweeping gesture, upset can and contents over himself and onto the floor amid the roars of the bystanders. The measure was strenuous; it cost him a new suit, a bill of damages from the hotel where he was showing and a small item at the bar as well, but none thought of smelling of the mess on the floor. The order was booked and an old customer saved to the house.

On another occasion the same man was opening prime pears of first quality for the benefit of a customer whom he had only just proselytized from a rival concern. The goods were of the best the house produced, and he was carelessly confident and less on the lookout than usual. He was prying back the top of the can, expatiating on the uniformity of the fruit and the fact that it was all hand picked and hand sorted, when as he stopped for breath at the end of an eloquent statement he saw with a gasp that the topmost pear was wormeaten. In an instant he also had seen that the bad side was toward himself and away from the customer, and, with the remark that he never could go by a pear without just "taking a taste," he lifted the offending morsel to his lips and consumed it at a single mouthful, smacking with ap-

preciation as he pushed the can toward the other.

That man is one of the unworshiped heroes of whom there are many on the road, men who will do anything and everything to gain a point for their house; men to whom the element of personal like or dislike goes for naught; men who are serving with their whole heart and soul the interests of those who send them forth for just that purpose.

The principle of self-abandonment applies to all lines of work, from the sale of canned fruit to the handling of machinery. There are many men who realize it is "up to them" to vindicate the firm, even under the most trying circumstances, and, again, there are those who cannot see it that way at all. The one class stay in the work until they are called back to the office to take hold of better jobs; the others stay in the field until some kind friend tells the general manager that so-and-so has been knocking the goods again, and then they go somewhere else.

Well may the travelling salesman be called a "missionary," for his function is precisely that of carrying a message to the heathen and to the misguided who deal with the rival concern. And the cause is often a broader one than he may think. Often it is not only the business of his own firm which is at stake, but the whole industry as well, and there rests upon his head the onus of preventing a wave of prejudice or the influence of a rival interest to swoop down and wrest from his own line its rightful dues.

Whether it be in wrestling for the conversion of some skeptic who fails to see the use or in dealing with one who has been soured through an experience in which he has been victimized, or in "doing" the emissary of another firm, the missionary of the road has always before him the opportunity of upholding the cause at all times. And the more fully he realizes this and the more earnestly he strives for the desired end the better for him and the better for the work.

Breakage of balls in bearings, which served to cause a deal of discomfiture and delay to the two cross-continent travelers, has been an all too frequent complaint of late. It suggests that the bicycle makers will have to return to the old procedure of submitting the balls to inspection and test. Of recent years they attained such a state of perfection that they have been generally accepted almost without question. A broken ball in a bearing can cause a lot of mischief.

Bank Clerk Agent Is Blocked.

The interest clerk in the New York savings bank who has been trying to make "pin money" by offering "bicycles and motorcycles, any make, less dealers' discount," probably will have to seek other fields of cut-price endeavor. A. G. Spalding & Bros., whose bicycles he specially urged on prospective purchasers, have closed the industrious young man's source of supply, and he no longer will be able to obtain goods from them. They say they had no idea he was selling the bicycles, of which he had obtained but one this year, at less than list prices. It appears that he lives in New Rochelle, N. Y., and for several years the Spaldings had recognized him as their agent there. They did not dream that he was attempting to undermine them in New York.

In this connection some injustice was unintentionally done the Spalding firm. In the first reports of the affair it was stated that they had given the bank clerk a letter of indorsement to the Hendee Mfg. Co., in which he was alleged to have been a dealer in Harlem, who had not had time to have his letter-heads printed. As a matter of fact, these assertions were made by the bank clerk himself. The Spalding letter simply stated that he had "purchased bicycles from us as agent for the past nine years, and any courtesy extended to him will be appreciated by us." The two letters were unfortunately confused, and it is proper therefore that the Spaldings' position be righted.

Some Causes of Failure.

The following reasons "Why he did not succeed as a salesman," as itemized by Success, are as applicable to salesmen in the cycle trade as to those in other lines, and many valuable hints may be gleaned therefrom:

- He was too anxious.
- He lacked resourcefulness.
- His tongue outlasted his brain.
- He could not read human nature.
- He did not work by programme.
- He did not know how to approach men.
- He did not carry confidence or conviction.
- He could not take a rebuff goodnaturedly.
- He did not bring the whole man to his task.
- He was not a man before he was a solicitor.
- He ran down his competitor and disgusted people.
- He went in the spirit of "I will try" instead of "I will."
- He scattered too much; could not concentrate his talk.
- He knew enough, but could not tell it in an interesting way.
- He did not believe he could get an order when he went for it.
- He did not have reserve argument enough to overcome objections.
- He spent most of his time trying to overcome a bad first impression.
- He was too long winded. People got tired before he got to the point.
- He tried to make circulars and letters do the work of a personal canvass.



FIXTURES



June 25, Brooklyn N. Y.—C. R. C. of America's 1 and 5 mile record trials.

July 3, Buffalo, N. Y.—Racing Cyclists' Union race meet at Columbia Park.

July 4, Atlanta, Ga.—Race meet Piedmont track.

July 4, Boston, Mass.—Race meet at Charles River and Revere Beach tracks.

July 4, Newark, N. J.—Meet at Vailsburg board track.

July 4, Richmond, Ind.—Dealers' Association track meet.

July 4, Brooklyn, N. Y.—C. R. C. Association 25-mile road race.

July 4, San Antonio, Tex.—Mission City Wheelmen's 30-mile road race.

July 4, Indianapolis, Ind.—Dealers' Association handicap road race.

July 4, Naugatuck, Conn.—Five and nine mile handicap road races.

July 4.—Chicago, Ill.—Chicago Motorcycle Club's race meet on Garfield Park track.

July 8, Brooklyn, N. Y.—F. A. M. and N. Y. M. C. C. motorcycle race meet at Parkway Driving Club track.

July 9, Buffalo, N. Y.—Rambler's B. C. 25-mile road race.

July 16, Milwaukee, Wis.—Dealers' Association 25-mile road race.

July 16, 21 and 23, Antwerp, Belgium—world's championship.

July 30, Brooklyn, N. Y.—C. R. C. Association's 5-mile road race.

July 30, Brooklyn, N. Y.—C. R. C. of America's 10-mile record trials.

August 7-11, Waltham, Mass.—Annual meet Federation of American Motorcyclists.

August 27, Brooklyn, N. Y.—C. R. C. of America's 25-mile record trials.

September 17, Brooklyn, N. Y.—C. R. C. of America's 100-mile handicap road race.

November 30, Brooklyn, N. Y.—C. R. C. of America's 30-mile handicap road race.

He always thought he could do better if he could only get to some other town.

He lacked cordiality; he antagonized and repelled people by his cold manner.

He carried side lines. He thought if he could not sell one thing, he could another.

He gave one the impression that he was a beggar instead of a representative of a reliable house.

He unloaded cheap lines and off-style goods on one customer and then bragged about it to the next.

He tired the customer out before he got down to business, and could not see when he was boring him.

He did not thoroughly believe in the thing he was trying to sell, and of, course, could not convince others.

He was too mercurial; if he did not secure orders from the first few people he solicited he lost heart and gave up.

He overcanvassed, saying so many good things about the article that he was selling that people did not believe they were true.

He did not like the business; his heart was not in it; and he intended working at it only until he could get a better job.

He could not see the interests of the man at the other end of the bargain, but tried to use him only for his own selfish ends.

HARD LUCK PURSUES THEM

Rain, Heat and Minor Accidents Delay the Trans-continentalists—Whole Day Lost.

After reaching Buffalo at 1:10 P. M. on the 15th, Harry Early and Emil Leuly, the cross-continentalists, changed their minds about remaining there for the rest of the day and pulled out at 4:30. They put up that night at Silver Creek, N. Y., a day's travel of 113 miles, and 481 miles from New York. The condition of the roads varied from poor to fine, but the weather was torrid, the thermometer registering from 87 to 94 degrees in the shade.

The next day, June 16th, broke fair enough, and a century and a little more was in prospect, but at 10 o'clock the "bloomin' rain" came down, and it continued coming down until nightfall. It made the roads almost impassable, but the plucky pair pressed on as best they could, and by bumping on railroad ties they contrived to reach Girard, Pa., 81 miles. In bumping over the tracks of the Lake Shore Railroad, the forks on both Leuly's and Early's machines were bent badly enough to require straightening at Erie.

More rain and more boglike roads was the men's portion on the 17th—when they reeled off 89 miles into Cleveland, Ohio, 651 miles from the start. The chief incident of the day was the smashing of Leuly's rear rim, which necessitated the borrowing of a new rear wheel at Ashtabula.

On June 18th and 19th the sun shone, and literally in all its fury. It was so hot on the former date that the cross-continentalists, after a hard pull over sandy roads, stopped at Sandusky (77 miles) at 3 P. M. The following day they were scorched to an absolute standstill. From 11 A. M. to 4 P. M. the sun was so fierce that the Jerseymen, despite the record that is luring them on, simply "chucked it" and sought a cool, shaded spot. They remounted at 4 o'clock and reached Toledo—73 miles for the day, 801 from the start—at 8 o'clock that night.

June 20, the tenth day from New York, went wholly to waste; both men remained in Toledo all day and did not ride a mile. Leuly's damaged rear wheel, which was to have been expressed from Ashtabula to Cleveland, failed to reach the latter point, and when he reached Toledo he decided he would go no further until that wheel was again made a part of his mount. The wheel finally turned up, and while a new rim was being applied to it, Early had his machine overhauled at the Yale factory. About the time they were ready to leave, the floodgates of heaven reopened and kept them in Toledo overnight. While there Ed. Buffum, sales manager, and others of the Yale staff, took the pair under their wings and saw to it that time did not hang heavily on their hands.

They got away late the next morning, 21st, and were hardly clear of Toledo before they

were floundering in the mud again. The roads were in fearful shape, the sticky clay and deep sand adding lead to their speed. It required more than five hours to cover 21 miles, and only by again bumping over the railroad ties were they able to reach Stryker, Ohio (66 miles), that night. Early describes it as "the hardest day's work of the trip."

The next day, despite the hot sun, loose sand and trying headwind, the pair reeled off 101 miles and put up at Goshen, Ind., 968 miles from New York. Early had one spill that put his rim out of true.

Writing from Goshen, Early states that, despite the strenuous conditions that have been encountered, he has gained three pounds in weight, while Leuly has dropped two pounds. Both are in good shape, and although the rains have made their progress slower than anticipated—in some places Early says that not only riding, but walking, has been well nigh impossible—they are in no wise discouraged. They have had more than a full share of trouble with their mounts. Early describes what happened when the balls in his rear bearings were found broken near Binghamton as a typical "hard luck" occurrence. The broken balls, of course, "chewed up" the cup and cones, and to reach a repair shop Early had to remove the rear wheel from the frame, strap it to his back, and borrowing Leuly's Pierce, ride seven miles to Binghamton, and after repairs had been made, to ride back again to where Leuly was cooling his heels at the roadside. It meant a delay of seven hours.

Couldn't Shake Off the Cyclist.

Decidedly novel and of absorbing interest to cyclists in that city was the five-mile race at Washington last Sunday, 18th inst., between a cyclist and an automobile. The contestants were Scott Howard, who proudly styles himself the "undefeated one-mile champion of the District," and Dr. William Boyd, who drove a 30 horsepower Pope-Toledo car. The course was over the Great Falls road, from Angley's clubhouse to the Cabin John Bridge Hotel.

The race was the result of a wager, the automobilist betting that the cyclist would be half a mile behind at the finish. The start was a flying one, and at 11:30 A. M. the car and the cyclist flashed over the tape. A crowd of spectators lined the course. Hamel stuck to the car, and when the five miles was reached was only a few inches behind. According to Boyd, who drove the automobile, an average speed of 33 miles an hour was maintained throughout the race. Hamel's bicycle was geared to 121.

Due to a change in the binding and a consequent reduction in price by the publishers, The Bicycling World Company is able to announce the halving of the price of "Motorcycles and How to Manage Them." Formerly \$1, it is now to be had for 50 cents per copy. This useful little book of 141 pages, now in its eighth edition, has been considerably revised and is really better value than ever before. ***

TIDE SETS HOMEWARD

Menus Bedell and W. S. Fenn Among the Riders Returned from the Other Side.

Menus Bedell, looking spick and span and sporting a tan that would be the envy of any summer girl, arrived home last week from his European tour. Bedell was glad to get back to America, he said. All the American riders abroad are homesick, Bedell says, and they will make a sudden rush for Yankee-land just as soon as their contracts expire. According to Bedell's statement, all the managers have lost money on the season, and he declared that the European engagements of American cyclists are not what they are cracked up to be, from a financial standpoint.

Bedell was one of the first American riders to make the ocean trip this year. He left this country on February 7, in company with Willie Fenn. Eight days after his arrival in Paris Menus rode his first race, a sprint affair, but was not in condition and failed to land the money. He participated in four sprint races, all told, and his best effort was a second. His principal drawback was getting into condition, and he abandoned the sprint game for riding behind pace. This was brought about through the good form he displayed while training behind the motors. His success in this branch was pronounced.

Frank Kramer's success abroad, Bedell said, was the chief topic of European cycle circles. He was present at several of the races in which the American champion rode, and says the only foreigner who is giving Kramer any kind of a tussle is Henri Mayer, who at the present writing has a shade the better of the American. Their last meeting took place at the Parc de Princes track, at Paris, on June 2. It was a match race, and Mayer won in two straight heats. Kramer claimed a foul in the second heat, but it was not allowed. Another meeting between the two has been arranged for to take place in the near future. Kramer sustained another defeat in a ten-mile open race, according to Bedell, all the other riders teaming against him. This was followed a few days later by another ten-mile race, when Kramer hooked up with Gougoltz and got revenge on the others by coming home first.

W. S. Fenn, the Bristol blacksmith, arrived in New York Thursday, 20th inst.

Fenn won most of the races in which he started and cleaned up in succession in the last half-dozen races in which he rode. He spent considerable time in getting into condition because of the climate, but once he struck his gait he was going great guns and was at his best when he quit. All the American riders are similarly affected.

Kramer will get back after the world's championships have been run off at Antwerp, July 16, 21 and 23.

LAWSON AT OGDEN

Recovers Form and Breaks a Record—Fast Time in Motorcycle Events.

Over two thousand people saw Iver Lawson break the world's record for two miles in competition, at the new Ogden saucer, Thursday night, June 15. It happened in the two-mile open. The former record for the distance was made last year at Salt Lake City by W. E. Samuelson, in 3:54 4-5. Lawson clipped one second from this time.

Norman C. Hopper took the pace at the start, with E. E. Smith next and Lawson third. Smith worked to the front after the first three laps, and Lawson still contented himself with third place. When the bell lap started, the champion had worked up close to Hopper, who was leading. At the stretch Lawson, Samuelson and Hopper were neck and neck, Lawson having the pole, and the little Minneapolis sprinter riding high on the bank. Lawson made a brilliant spurt at the finish and flashed over the tape only three inches ahead of Samuelson and about the same distance separated the latter rider from Hopper. In fact, as one Ogden enthusiast expressed it, "you could have kept the rain off all three with a small sized umbrella." Lawson's time was 3:53 4-5, a new world's record.

Norman C. Hopper displayed his usual good form by trouncing Walter Bardgett, of Buffalo, in two heats at a mile each. Hopper had little trouble in crossing the tape with a good lead in the first heat, but in the second only three feet separated the riders at the finish. The first mile was made in 2:01 1-5, and the second in 2:00 4-5.

Hardy Downing showed a flash of his old time riding by winning the one-mile event. E. E. Smith was regarded as a probable winner, but fell at one of the steep banks, and was out of the running. Achorn finished second, and Iver Redman was third. The time was 2 minutes flat.

J. West led the amateurs across the tape in the first heat of the half-mile open. Mills was a close second, and Tate finished third. Time, 1:01. In the second heat Redman scored a first, Marty was second, with Wilcox third. The time was 1:01 2-5. In the third heat Hume finished first. McCormack crossed the tape second, and Castro was third. Carl Redman had an easy victory in the final heat, but the finish between the next three riders was very close. Hume led the trio across with only three inches to spare. Marty finished third, and Mills followed three feet behind. Time, 0:59 3-5.

Wilcox and Farr did the donkey work in the three-mile lap race for amateurs, and each succeeded in placing seven laps to his credit. Castro made a long spurt from the bell, and crossed the tape with a slight advantage over Wilcox, who was hugging his

rear wheel. Holladay was third, and Tate fourth. Time, 6:29. Summaries:

Half mile open, amateur.—First heat—West, first; Mills, second; Tate, third; time, 1:04. Second heat—Redman, first; Marty, second; Wilcox, third; time, 1:04 2-5. Third heat—Hume, first; McCormack, second; Castro, third; time, 1:01 3-5. Final heat—Redman, first; Hume, second; Marty, third; Mills, fourth; time, 0:59 3-5.

One mile match race between Norman C. Hopper, of Minneapolis, and Walter Bardgett, of Buffalo.—First heat—Won by Hopper; time, 2:01 4-5. Second heat—Won by Hopper; time, 2:00 4-5.

Two mile open, professional.—Iver Lawson, first; W. E. Samuelson, second; Norman C. Hopper, third; E. C. Hollister, fourth; time, 3:53 4-5. New record lap prize won by Saxon Williams.

Three mile, amateur.—Castro, first; Wilcox, second; Holladay, third; Tate, fourth; time, 6:29. Lap prizes.—Wilcox, 7; Farr, 7; Hume, 3.

One mile, professional.—Hardy Downing, first; Achorn, second; Redman, third; Leyland, fourth; time, 2:00.

Iver Lawson has succeeded in working into shape and demonstrating to the skeptical that his winter in Australia has done him no harm. In the half-mile open at the Ogden saucer Monday night, 12th inst., the world's champion finished first after a hard sprint against W. E. Samuelson, the Salt Lake rider. Lawson, Samuelson, Norman C. Hopper, of Minneapolis, and C. L. Hollister, of Salt Lake, were all bunched when the bell tapped, and Lawson straightway started to unree! that long sprint of his which has more than once carried him to victory. When the riders entered the stretch, Lawson was leading Samuelson by a small margin. The latter rider seemed to take on fresh vigor and pedalled abreast of the champion. Five yards from the tape Lawson gave an extra dig to the pedals and flashed across the line just a few inches ahead of Samuelson. Hollister finished third, and Hopper was a close fourth. Lawson's time for the half mile was 57 4-5 seconds.

Saxon Williams sprinted across the tape first in the three-quarter-mile consolation, with Emil Agraz dangerously close. Iver Redman was third. Time, 1:30.

The two thousand spectators yelled in frenzied delight at the five-mile open motorcycle race, which had E. B. Heagren, E. E. Smith and E. M. Samuelson as starters. Heagren's motor behaved well from the first and he took the lead, keeping it throughout the race, although at one time Smith nearly caught him. Heagren reeled off the five miles in 5:59 3-5, which will stand as the record, if it is upheld by the F. A. M. investigation. Smith was second, and Samuelson third.

The amateur events were interesting. Victor Larsen finished first in the one mile, with J. H. Tate second. J. C. Farr was third. Time, 1:58 1-5. In the three-mile event S. L. Wilcox opened up a lead at the end of the

first mile, and after that was never in danger of being headed. C. P. Redman crossed second, with Fred Castro only half a length behind. Summaries:

One mile, amateur.—Victor Larsen, first; J. H. Tate, second; J. C. Farr, third. Time, 1:58 1-5.

Half mile open, professional.—Iver Lawson, first; W. E. Samuelson, second; C. L. Hollister, third; Norman C. Hopper, fourth. Time, 0:57 4-5.

Three mile open, amateur.—S. H. Wilcox, first; C. P. Redman, second; Fred Castro, third. Time, 6:19 2-5.

Three-quarter mile, professional.—Saxon Williams, first; Emil Agraz, second; Iver Redman, third. Time, 1:30.

Five miles open, motorcycle.—E. B. Heagren, first; E. E. Smith, second; E. M. Samuelson, third. Time, 5:59 3-5.

Here's the Dustless Road.

A novel form of pavement has been tried in Battersea, England, from which very good results have been obtained, both as regards durability and dustlessness. It is called the tarred slag macadam, and in experiments lasting over several months, during which the test roads have been subjected to all the conditions to be met with in ordinary usage, has proven itself to be essentially fit.

The materials used are blast furnace slag, hand picked and of uniform size and texture, and a combination of boiling tar, which is poured over it. The material is laid down in two coats, the main layer being from four to six inches in thickness and bedded on a solid foundation, and the other, which serves as a finishing coat, being not over an inch or an inch and a half in thickness. Into this is rolled a layer of fine iron slag chips, which by the pressure is inlaid into it to form a hard and durable cover for the under layer, which is much more resilient.

It is said that roads constructed of this material are as free from dust as the ordinary asphalt roads, are far more durable and are but little more expensive to build. It may be that in this there will be developed a use for the blast furnace slag, which has for so long a time been an eyesore to the furnace men, because it has been one of the few by-products of the great industries for which there has been no outlet and which has simply gone to waste.

Bicycle Cop Sues for \$10 000.

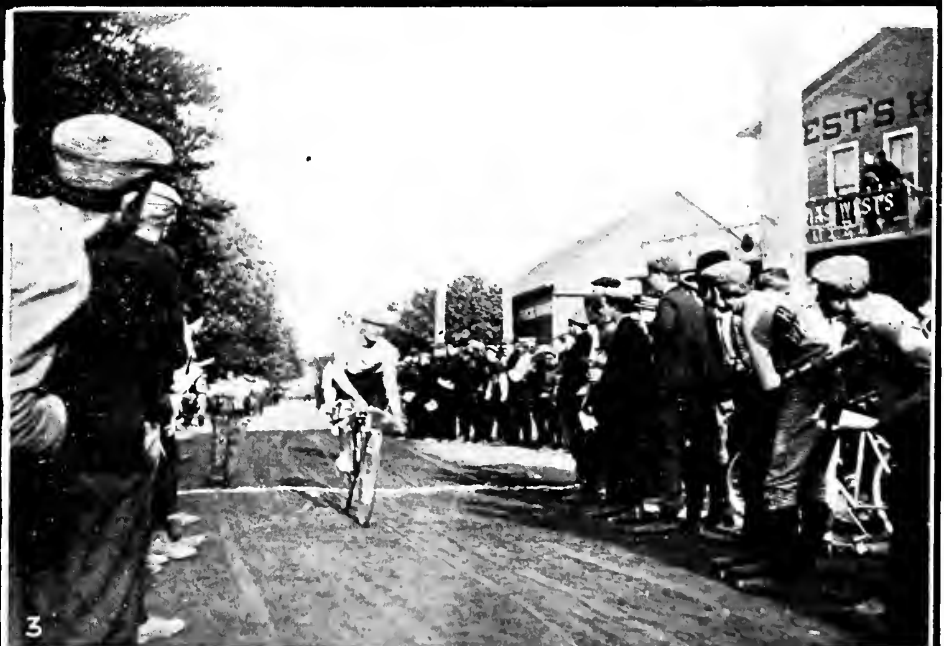
The bicycle cop appearing in court as plaintiff in a suit for damages is a rara avis, which is what the old Romans would call a white blackbird. Charles L. Lambrecht has, however, placed himself in this unique category by suing George H. Hyde, of Ridge-wood, Pa., for \$10,000. Lambrecht is a policeman, and this is the amount which he estimates is necessary to heal the damage caused to him, bodily and otherwise, by Mr. Hyde's automobile. The allegation in the suit is that on May 24, 1904, as Lambrecht was riding his bicycle, he was run down by Mr. Hyde's automobile and thrown a distance of thirty-five feet, with resulting injuries.

Norquist Wins Fifty Miles Road Championship.



One of the most pleasing side features of the race was the extra large number of persons who rode to the starting point on their bicycles—and they were not all men, either. Valley Stream is quite a distance from New York, but hundreds of spectators rode out, some to watch the race and others to mingle with old-time cycling acquaintances. All of which tends to illustrate how the bicycle is finding renewed favor.

Except for a small sandy stretch near the Bellmore turn, the course was ideal, and this fact was attested by the fast time made by the scratch men. The race was full of surprises. J. N. Norquist, of the Finnish Athletic Club, started out with the thirty-minute bunch, and soon worked his way to the front of the limit men, who had a handicap of forty minutes. The finish was sensational, in a way. A. Peantilla, of the same club,



Ideal road racing weather, a crowd brim-full of enthusiasm, excellent management, and nearly a hundred starters served to make the fifty-mile road race for the championship of the United States and Canada, promoted by the Century Road Club of America, and held over Long Island roads last Sunday, 18th inst., one of the notable events of the current year.

The course was over the famous Merrick road, with the start and finish in front of Tom West's hotel at Valley Stream. The turn was at Bellmore, and two laps completed the distance. At a few minutes before 3 o'clock the limit men were sent off on their long journey and were followed in rapid succession by the other divisions.

1. OVERHAULING THE LONG MARKERS.
2. TURNING POINT AT VALLEY STREAM.

3. NORQUIST WINNING.
4. WAITING FOR THE WINNER.

had a handicap of 27½ minutes, and when the leaders were seen coming over the hill below West's hotel, Peantilla and Norquist were neck and neck, going fast. It seems that there had been some little personal disagreement between the two riders, and each was determined to beat out the other. Norquist, however, proved the better sprinter and crossed the white line slightly ahead. J. Ferrari, of the Navarre Wheelmen, was third. Norquist's time for the fifty miles was 2:33:45.

The finish between the scratch men was a "cracker." Charles A. Sherwood, of the Pellet team, crossed the tape less than half a wheel's length ahead of Oscar Goerke, the crack National A. C. sprinter. Only one-fifth of a second separated Sherwood, Goerke, W. MacEustace, C. R. C. of A., and Joseph M. Eiffler, of the C. R. C. A., at the finish. Sherwood's riding this year has been phenomenal. Last season he was riding with generous handicaps, but by steady training all winter, and good riding at the only two Vailsburg meets, he has come rapidly to the front, and before the season is over will probably give the crack amateurs a tussle for the championship. His time for the fifty miles was 2 hours 30 minutes.

When the officials got together after the race it was found that A. Huran, of New York, a post entry, had won the time prize, as he had covered the distance in 2:25:53. He was protested, however, on the grounds that he accepted pace from an automobile. If he is disqualified the first time prize will go to Sherwood.

There were several slight accidents, the most serious of which happened to Joseph Foley. This rider ran into a bridge abutment on the way out. His machine was smashed, but the rider escaped injury, although he was considerably shaken up. The long grind of fifty miles proved too much for some of the riders, and several dropped out of the contest when they reached the twenty-five-mile turn at Valley Stream.

An over-zealous "cornstubble" in Freeport also caused some of the riders to withdraw. He objected to the scant apparel of some of the contestants, and threatened them with arrest if they came through that village the second time with "such shocking attire." Needless to add, they were afraid to tempt the majesty of the law with the unpleasant prospect of a night in the Freeport "calaboose," and a dozen or so "quit" at Valley Stream.

Thirty-five place prizes and five time prizes made up a long string, and the sturdy riders deserved what they received. A Columbia racing wheel fitted with Palmer tires headed the list of place prizes, and a Pierce bicycle with the same kind of tires went to the rider making the best time. Summary:

Pos.	Name.	Club.	Hdep.	Net time.
1-J. N. Norquist,	Finnish A. C.	30:00	m. 8.	h.m.s.
2-A. Peantilla,	Finnish A. C.	27:30		2:33:45
3-J. Ferrari,	Navarre Wheelmen	35:00		2:31:30
4-George Gunzer,	New York	27:30		2:29:12
5-W. Grable,	C. R. C. of A.	37:30		2:33:35
6-E. W. Brewitz,	Williamsbridge	27:30		2:39:30
7-G. Thorakos,	New York	35:00		2:39:30 1-5
8-E. Koski,	Finnish A. C.	32:30		2:44:30 2-5
				2:47:29

9-F. Morin,	Tiger Wheelmen	22:30	2:37:29 1-5
10-W. Davis,	C. R. C. of A.	32:30	2:47:29 2-5
11-A. Huran,	New York	10:00	2:25:53
12-J. T. Halligan,	New York	25:00	2:41:57
13-A. Demarest,	National A. C.	20:00	2:36:47 1-5
14-W. Raleigh,	Park Circle W.	15:00	2:32:08
15-J. Freisch,	New York	22:30	2:40:56
16-Henry Johnson,	New York	22:30	2:40:56 1-5
17-A. G. Armstrong,	C. R. C. of A.	40:00	2:58:26 3-5
18-J. Enbank,	C. R. C. of A.	25:00	2:45:02
19-Joseph Harris,	New York	22:30	2:47:44
20-Geo. McLaughlin,	Navarre W.	20:00	2:46:20
21-William Stober,	Park Circle	20:00	2:46:20 1-5
22-A. Miller,	New York	20:00	2:46:20 3-5
23-Nick King,	New York	25:00	2:51:21
24-O. Nelson,	C. R. C. O. A.	12:30	2:39:15
25-S. Kovarik,	B. E. D. T. C. C.	10:00	2:38:35
26-C. A. Sherwood,	Pellet T.	Scratch	2:30:00
27-O. Goerke,	National A. C.	Scratch	2:30:00 1-5
28-W. MacEustace,	C. R. C. of A.	Scratch	2:30:00 2-5
29-J. M. Eiffler,	C. R. C. Assoc.	Scratch	2:30:00 3-5
30-H. L. Lind,	Park Circle	Scratch	2:30:28
31-Gus Perden,	N. A. C.	Scratch	2:31:06
32-Fred Mommer,	C. R. C. of A.	15:00	2:49:16
33-Frank Blatz,	C. R. C. of A.	25:00	2:59:16 1-5
34-L. J. Weintz,	Nat. A. C.	Scratch	2:34:16 3-5
35-J. Klusky,	New York	37:30	3:13:24

Time prize winners—A. Huran, New York (10:00), 2:25:53, first; Charles A. Sherwood,

were, in order of place: Demester (Griffon), Guiponne (Peugeot) and Champoiseau (Peugeot).

The race was full of interest from start to finish, and was marked by those swift changes which the fate of the road throws in to alter all the calculations of the wise ones at such times. Bucquet made the first round in 36:46, but lost his lead in the second, when he received a puncture which set him back to seventh place, while two of the other machines, both of them Magalis, dropped out altogether. The Griffon team, Demester and Lamberjack, then took the lead until the third round, when there was a reversal of fortune. At this point the Peugeot riders, Cissac, Guiponne and Champoiseau, got to the front, Lamberjack having been

The Close Finish at Hartford.



As is usually the case at the automobile race meetings, the five miles event for motor bicycles at the Hartford (Conn.) automobile tournament on June 16 was easily the best and most exciting race of the day. J. De Rozier and Charles S. Spencer, of Springfield, Mass.; S. T. Kellogg, Bridgeport, Conn., and J. J. O'Connor and Harold G. Colt, of Hartford, all on Indians, the last two on full roadsters, were the starters. The three visitors

kept together all the way, and coming up the stretch it seemed as if Spencer would win. De Rozier also appeared to think so, as he deliberately forced Spencer to run wide and to slow up to save himself. De Rozier won by three feet in 6:46; Spencer, second, and Kellogg, third. The two Hartford men were lapped. The referee was ready to disqualify De Rozier, but Spencer refused to enter a protest.

Pellet Team (scratch), 2:30:00, second; Oscar Goerke, National A. C. (scratch), 2:30:00 1-5, third; W. MacEustace, C. R. C. of A. (scratch), 2:30:00 2-5, fourth; J. M. Eiffler, C. R. C. A. (scratch), 2:30:00 3-5, fifth.

French Cup Team Is Chosen.

On Sunday, 11th inst., the French eliminating trials for the international motorcycle cup race were run over the Dourdan course. There were fourteen starters, one of the fifteen entrants failing to appear. Three of the riders dropped out before the end of the third round, and another in the fifth, so that but ten came in at the finish. The victory went to Demester, on a Griffon, who made the five laps of the thirty-four mile course in 5 hours, 20 minutes and 3 seconds, with an actual running time of 3:25:03. The first three riders to finish, who will represent France in the cup race scheduled for the 25th,

distanced and Demester put back by tire and belt troubles. Cissac made the fourth in 34:09, and seemed a certain winner, but in the fifth he got a puncture which spilled him heavily and he dropped out.

In the mean time Demester had gained ground, and, passing the two Peugeots, finished some two minutes and a half to the good. Following Guiponne and Champoiseau, who were two minutes apart, came Anzani, on an Alcyon, who had ridden the most even race of all.

On Monday, July 3, the Racing Cyclists' Union, of Buffalo, N. Y., will attempt its first race meet at Columbia Park. Featuring as the "curtain raiser" will be a fifteen-mile tandem race for the "championship of New York State." Over \$100 in prizes has been hung up for this event. A few sprint races and a 20-mile road race, with 60 prizes, amounting in value to \$500, will comprise the program.

WARM WORK AT SALT LAKE

Lawson Loses to Smith in Close Finish— Samuelson Wins Two-mile Event.

Two thousand people saw Iver Lawson, world's champion, "go down" at the Salt Lake saucer Tuesday night, 13th inst. Whether the day of the month had anything to do with the champion's defeat is not stated, but Lawson is naturally superstitious, and thinks so. It all happened in the quarter-mile dash for the "pros." Lawson finished first in the first heat, with C. L. Hollister a close second, and the "fans" expected Lawson to make good in the final, as he had been training hard since his defeat by Norman C. Hopper, the little Minneapolis rider, the week before.

The final heat was a "cracker" from start to finish. All the riders were bunched as they rounded the last turn, with E. E. Smith slightly in the lead. When Smith started the sprint for the tape, Hollister broke away from the bunch and closely hugged Smith. Lawson tried to ride past Samuelson, but he reckoned without his host, for the Salt Lake man beat him out at the tape by a few inches. Smith, the first man to cross, was only one-third of a length ahead of Hollister, and Samuelson was close behind. It was one of the prettiest finishes that has been witnessed in the Mormon city this season, and the crowd howled their approval in true Western fashion. The time was 29 4-5 seconds.

W. E. Samuelson performed his stunt in the two-mile lap race for professionals. Samuelson, Norman C. Hopper, Iver Lawson and Walter Bardgett started from scratch and had some trouble overcoming the lead of the limit men. In the fourth lap of the last mile Hopper dropped down to the pole, with Samuelson nosing his rear wheel. As they sprinted around for the bell lap, the Salt Lake rider unwound one of those desperate sprints, and notwithstanding Hopper's valiant efforts to head him off, flashed over the tape first. He covered the distance in the fast time of 3:59 4-5.

In the five-mile tandem, amateur, Wilcox and McCormack gave one of the fastest and most consistent performances that has been seen at the track for many a day. The first mile was reeled off in 2:02, the second in 2:03 3-5, and the pair maintained this gait for the rest of the distance. Hume and Weiser crossed the tape second, and Redman and Taylor followed for third place. The first team placed nineteen laps to their credit. Time, 10:15.

In the first heat of the three-quarter-mile, amateur, Wilcox finished first, with Marty a close second. Mills followed third, and Lindgren was fourth. Hume won the second heat, with Taylor second, Holladay third and Castro fourth. The third heat resulted in a close finish between Morgan and Larsen. Starbuck finished third, and Ellswood was

only half a length behind. Morgan managed to cross the tape first in the final heat after a long sprint with Marty, and only won out by inches. Taylor finished third. Time, 1:27 2-5.

Heretofore the favorite song of Clem Turville has been "For I've Been Working on the Railroad," but he changed his opinion Tuesday night. Turville divides his time between working on the railroad and chasing the long green on a bicycle. He did not put in an appearance at the track on this night and was promptly suspended for thirty days. His excuse was that he could not get away from his railroad duties. Nadel, Bellow and Rayburn, amateurs, were given fifteen days each for the same reason. Following are the summaries:

Three-quarter-mile, amateur.—First heat—Wilcox, first; Marty, second; Mills, third; Lindgren, fourth; time, 1:32 4-5. Second heat—Hume, first; Taylor, second; Castro, third; Holladay, fourth; time, 1:31 4-5. Third heat—Morgan, first; Larsen, second; Starbuck, third; Ellswood, fourth; time, 1:29 1-5. Final heat—Morgan, first; Marty, second; Taylor, third; time, 1:27 2-5.

Quarter-mile, open, professional.—First heat—Iver Lawson, first; C. L. Hollister, second; Hardy Downing, third; Iver Redman, fourth; time, 0:30 2-5. Second heat—W. E. Samuelson, first; Walter Bardgett, second; E. E. Smith, third; Norman C. Hopper, fourth; time, 0:30. Final heat—Smith, first; Hollister, second; Samuelson, third; Lawson, fourth; time, 0:29 4-5.

Five-mile, open, lap tandem, amateur.—Wilcox and McCormack, first; Hume and Weiser, second; Redman and Taylor, third; time, 10:15. Lap prizes—Wilcox and McCormack, 19; Grinnett and Tate, 9; Hume and Weiser, 7; Castro and West, 3; Redman and Taylor, 1.

Two-mile lap handicap, professional.—Samuelson, first; Hopper, second; Agraz, third; Hollister, fourth; time, 3:59 4-5. Lap prizes—Leyland, 6; Bardgett, 4; Hopper, 2; Agraz, 2; Heugren, 1.

Chicago Swings into Line.

Chicago, or rather the Chicago Motorcycle Club, which was inclined to hold aloof from the F. A. M., and which at one time was threatening to make rules of its own, finally has been convinced that the greatest good can be accomplished by a general pull together. The club has accordingly saluted the F. A. M. standard and placed its shoulder to the wheel. The first evidence of the fact became known when the entry blanks for the club's big Fourth of July race meet on Garfield Park track made its appearance. It bears the now familiar "Under the rules and with the sanction of the Federation of American Motorcyclists."

Waltham Motorcyclists Get Together.

The Waltham Auto-cycle Club has been organized in the Watch City. It will have active direction of the F. A. M. meet, which occurs in Waltham August 7-11.

DENVER TRIES NIGHT RACING

Amateurs Outshine Cash Chasers—Wiley of Syracuse Makes Western Debut.

Only a fair attendance marked the initial night meet at the Denver (Col.) saucer, Tuesday, June 13. Chilly winds that had threatened storm throughout the early part of the evening undoubtedly kept the attendance far below what it would have averaged on a clear night. The races were close, excellent time being made in most of them, and hereafter night racing will be in vogue on the new Denver saucer.

Considerably more enthusiasm attended the amateur events than in the ones for professionals, as they were far more exciting. Elmer Huston was graduated from the novice class by finishing first in the one-mile race for the "simon pures." A. G. Klein was a close second. Evidently the steep banks of the wooden bowl were too much for the aspiring youngsters, for all the rest slipped and were out of the running. Huston's time was 2:24. Ten riders started in the one-mile amateur handicap, and this was the best event of the meet. George Wiley, the diminutive messenger boy from Syracuse, N. Y., made his debut a triumphant one. Wiley started from the 40-yard mark, and overtook Bert Walker (175 yards) in the last mile. It was a thrilling finish, and only a few inches separated the two riders at the tape, Wiley, however, having the advantage. Kinney Barney (50 yards) finished third. Time, 2:01 3-5. Fred E. Schnell and F. E. Samuelson were the scratch riders, but were unable to score.

Wiley, the Syracuse lad, rode one mile behind motor pace, but was unable to make as good time as he should have done. George A. W. Boyd paced the messenger boy, but his motor missed badly. Wiley kept calling for more speed, but the engine was lacking. The time for the mile was 1:47 2-5.

G. R. Boyd had an easy victory in the five-mile motorcycle race from a flying start. A. J. Hamilton was second. Time, 7:05. The other starters were W. J. Hunter and E. D. Stein. Summaries:

One-mile novice—Elmer Huston, first; A. G. Klein, second. Time, 2:24.

One-mile handicap, amateurs—George Wiley (40 yards), first; Bert Walker (175 yards), second; Kinney Barney (50 yards), third. Time, 2:01 3-5.

One-mile handicap, professional—E. W. Smith (100 yards), first; J. Burris (30 yards), second; G. R. Boyd (150 yards), third. Time, 2:04.

Two-mile open, amateur—Fred Samuelson, first; George Wiley, second; F. E. Schnell, third. Time, 4:41. Lap prize winners—George Wiley, 4; J. G. Beard, 4; Bert Walker, 3; A. C. Klein, 3.

Five-mile open, motorcycle—G. R. Boyd, first; A. J. Hamilton, second. Time, 7:05. Also ran—W. J. Hunter and E. D. Stein.

One-mile open, professional—Burris, first; Smith, second; Boyd, third. Time, 2:00. Lap prize winners—Smith, 3; Burris, 2; Boyd, 2.

One-mile exhibition, motor paced—George Wiley, Syracuse, N. Y. Time, 1:47 2-5.

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MAC LEAN LED ALL THE WAY

He Defeats Moran and Caldwell in Remarkable One-Hour Race at Revere Beach.

Although a stiff wind was blowing, the weather conditions for the race meet at the Revere Beach track, Boston, Mass., last Saturday, 17th inst., were favorable, and a good card of events rewarded the spectators for their efforts. The "thriller" was an hour motor paced race between James Moran, Hugh MacLean and Harry Caldwell. MacLean demonstrated his superiority over the other riders, leading from the first mile to the hour, covering in that time 40 miles. Caldwell, the Manchester giant, was second, with 38 miles 890 yards to his credit, and Moran brought up the rear, with 34 miles 740 yards.

The race was one of the best ever witnessed on the Revere track, and for the first time in the history of a motor paced race the machines never once missed fire. Moran was a disappointment. It had been expected that he would defeat Caldwell, as the latter is not at his best on an eight lap track, but such was not the case. Moran was paced by Lawson at the start, but after fifteen miles had been reeled off followed "Billy" Saunders. Just why this was done no one, not even Moran, can tell, for Lawson's machine was working beautifully.

The riders were sent away from a standing start, Caldwell, paced by Ruden, drawing the pole. MacLean, with Turville on the motor, was next, and Lawson took up Moran, who was on the outside. Moran and MacLean got into the lead, the former ahead by ten yards. On the third lap the Chelsea man went by Moran like a rocket. The latter in his effort to hold him lost his pace in the first lap of the second mile, and before he could tack on behind Lawson was lapped by both MacLean and Caldwell.

At the end of fifteen minutes' riding MacLean was leading Caldwell by half a lap, and it was soon after that that Moran "quit" the oval. On the fourteenth mile MacLean scored his first lap on the Manchester woodchopper. When Moran returned to the track he was five and one-half miles behind, but started in to burn up the boards.

After the half hour it was easy riding for "Lean Mac," and he lapped the giant time and again. When the hour was called he had an even forty miles to his credit. Caldwell totalled 38 miles 890 yards, and Moran rode 34 miles 740 yards.

Another paced event was a match between Sam Sulkins and "Patsy" Logan, the newest recruit to the paced ranks, at ten miles. Sulkins was paced by Turville, and Dubols manned the machine for the Irishman. For the first half mile Logan held his own, but after that Turville opened wide the throttle

and Sulkins lapped his opponent in the third lap of the second mile.

Sulkins showed his old style, while Logan was evidently suffering from a bad case of track fright. Logan, however, has the ability, and ought to make a good pace follower in time. At the end of the ten miles Sulkins was leading by six and one-half laps. His time was 16:11 2-5.

The heats in the two-mile amateur handicap proved exciting, and the final was a hair raiser. The long markers in the final heat worked so well together that the plucky little Matt Downey, of Jamaica Plain, decided he would have to rely on his own judgment and physical resources. He jumped the bunch, and after a long sprint overhauled the Connolly brothers at the last half, but was so tired from his exertions that he was unable



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to shove his wheel to the front. P. Connolly crossed the tape first, Downey was second and D. J. Connolly third. Time, 4:11 4-5. Summaries:

One hour, motor paced—Hugh MacLean, first, 40 miles; Harry Caldwell, second, 38 miles 890 yards; James P. Moran, third, 34 miles 740 yards.

Ten-mile, motor paced match race between Sam Sulkins and Pat Logan—Sulkins, first; Logan, second. Time, 16:11 2-5.

Two-mile handicap, amateur—P. Connolly, first; Matt Downey, second; D. J. Connolly, third. Time, 4:11 4-5.

Many Would-be Transcontinental Tourists.

"It would surprise you to know how many men there are anxious to ride across the continent," commented Harry Walberg, of the Miami Cycle & Mfg. Co., when he was in New York on Friday. "It's a very dull week when we do not receive at least one application of the sort. Last week was above the average—we received three of them."

ON OLD GLOUCESTER TRACK

Big Crowd Attends Race Meet of Stroud Wheelmen—Some Thrilling Finishes.

Two thousand spectators witnessed some thrilling finishes on the old horse racing track at Gloucester City Saturday afternoon, 17th inst., the occasion being the annual race meet of the apparently rejuvenated Stroud Wheelmen of Philadelphia. Most of the prizes went to Atlantic City and Vineland sprinters.

A. S. Buckley, a Vineland amateur, finished first in the first heat of the one-mile novice with M. Logne, of Philadelphia, only half a length behind. Time, 2:31. The second heat was a little faster, and went to H. McCullum, Atlantic City, in 2:29, with J. Lawry, of the Quaker City, second. Buckley crossed the tape first in the final heat with M. Logne and H. Lawry, both of Philadelphia, respectively, second and third. The time was 2:30.

Charles Van Doren, "Atlantic City's Pride," was the first rider to cross the tape in the first heat of the half-mile open, and his win from Dan Trotter, of Philadelphia, was only by inches. Time, 1:08. H. S. Young, of Atlantic City, who captured first time prize at the twenty-five mile road race at that city on May 30, captured the second heat in 1:10. W. R. Stroud, of Philadelphia, finished second. Another Atlantic City rider, Ed. Broomfield, crossed the tape first in the third heat. James E. Phillips, of Philadelphia, was second. Time, 1:07. It was all Atlantic City's way in the final heat. Broomfield finished first, Young second and Van Doren third. The mile was made in 1:02.

A Vineland rider with 75 yards handicap finished first in the final heat of the one-mile handicap. He was A. Buckley, who had just previously run away with the novice. H. S. Young, of Atlantic City (20 yards), crossed the tape second, and W. R. Stroud, Philadelphia (scratch), was third. Time, 2:04.

In the three-mile handicap "Jimmie" Phillips started from scratch, and surprised everybody by overhauling the long markers and sprinting across the tape with a big lead to spare. W. R. Stroud, Philadelphia (scratch), finished second, with Buckley, Vineland (150 yards), the sensational novice graduate, third. The time was 7:32. Summaries:

One-mile, novice—First heat, A. Buckley, Vineland, first; M. J. Logne, Philadelphia second. Time, 2:31. Second heat—H. McCullum, Atlantic City, first; J. Lawry, Philadelphia, second. Time, 2:29. Final heat—Buckley, first; Logne, second; Lawry, third. Time, 2:30.

Half-mile, open—First heat—Charles Van Doren, Atlantic City, first; Dan Trotter, Philadelphia, second. Time, 1:08. Second heat—H. S. Young, Atlantic City, first; W. R. Stroud, Philadelphia, second. Time, 1:10.

Third heat—Ed. Broomfield, Atlantic City, first; James Phillips, Philadelphia, second. Time, 1:07. Final heat—Broomfield, first; Young, second; Van Doren, third. Time, 1:02.

One-mile, handicap—First heat—A. Buckley, Atlantic City (75 yards), first; A. D. Voiche, Philadelphia (110 yards), second; James Phillips, Philadelphia (scratch), third. Time, 2:21. Second heat—H. Lawry, Philadelphia (150 yards), first; J. Evans, Atlantic City (50 yards), second; Charles Van Doren, Atlantic City (25 yards) third. Time, 2:05. Final heat—Buckley, first; Young, second; Stroud, third. Time, 2:04.

Three-mile, handicap—James Phillips, Philadelphia (scratch), first; W. R. Stroud, Philadelphia (scratch), second; A. Buckley, Vine-land (150 yards), third. Time, 7:32.

Mettling-Stinson Match a Fizzle.

It was a badly fooled crowd of five hundred that turned out at the Charles River track, Boston, last Saturday, 17th inst., to witness the much heralded and widely advertised thirty-mile paced race between William Stinson and Louis Mettling. A decided frost was noticeable, notwithstanding the thermometer registered 78 degrees in the shade.

At 3 o'clock, the time the race was to have been started, the riders had not yet put in an appearance. To stop the impatient grunts from the people who had been so foolish as to pay admission a five-mile race (?) between

amateur motorcyclists was put on. Actually two men started, J. J. Ham and A. A. Hoyt, both of Brockton. After a "race" with no features whatsoever, Hoyt finished first in 8:24 1-5.

Then a "five-mile open race for amateurs" was billed, with sixteen starters. It was announced that this would be a one-mile race. Four men, H. Giles, Cambridge; F. Hill, Medford; George Laskey, Everett, and D. B. Guiol, France, started, and finished in the order named. The time was 2:16 1-5.

After the completion of these "thrillers" there was a vexatious wait of nearly an hour. Finally Mettling and Stinson came on the boards and caught their pace after circling the track once. Mettling's motor worked like a clock, but at the end of the first lap Schultz, on Stinson's machine, threw up his hand and said that his motor was out of order.

Just about that time "Sunny" Briggs, with his Jonah motor, came on the track. Mettling spied it as he sat on the side of the track, and said he wouldn't ride if Briggs's motor was used. Stinson said that he couldn't ride otherwise, and the two riders sat on the track and argued like grammar schoolboys for another hour. Finally it was announced that there would be no race.

With a grateful sigh of relief the crowd ambled toward the box office. But it was no use, the wise ticket seller had long since beaten a double quick Russian retreat along the dusty highway.

New Motorcycle Club for Brooklyn.

Since the Alpha Motorcycle Club, Brooklyn, N. Y., the first in America—went out of its rather listless existence when the Kings County Wheelmen sold their clubhouse last year—the club had shared the building—the City of Churches has been without a motorcycle organization. The void, however, is in a fair way of being filled, a meeting for the purpose having been held on Thursday night, when a temporary organization was effected, with E. W. Carritt as chairman and Charles L. Simms as secretary. Another meeting will be held at No. 33 Grant Square next Thursday, when the organization will be completed.

New Century Officers Re-elected.

So satisfactory was the administration of the old officers of the New Century Wheelmen, of San Francisco, Cal., that most of them were unanimously re-elected at the annual meeting last week. Following is the new board: President, Gus L. Baraty, re-elected; first vice-president, J. Tennant; second vice-president, C. Schiller; recording secretary, H. Stranahan; financial secretary, J. Herzog; treasurer, W. E. Lee, re-elected; captain, A. Greeninger, re-elected; first lieutenant, D. Mainland, re-elected; second lieutenant, H. Wilkes, re-elected; sergeant at arms, William Janssen; racing board, H. M. Strohlein and L. G. Shaw.

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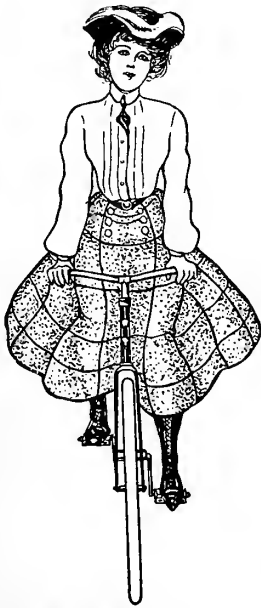
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San Jose to have Cordes Cup Race.

The next important race which is interesting the racing contingent of the California clubs is the contest for the Cordes cup. The event was started last year, and is a pursuit affair with a ten-mile limit. It must be held on a one-mile track. Under the conditions of the deed of the gift, the club holding the cup will promote the meet. As the Garden City Wheelmen captured the trophy last season, this year's race will be held in San Jose. No definite date has yet been decided upon, but the race will be held either the first or second week in July.

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JOS. STRAUSS & SON,
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The Week's Patents.

790,717. Cycle Saddle. John B. Brooks and John Holt, Birmingham, England. Filed January 15, 1904. Serial No. 189,177.

Claim.—1. A resiliently supporting device for cycle saddle seats comprising the combination with the underframing of the seat, of a spring supporting means connected with the peak of the saddle and the underframing, a pair of hanger rods secured at their upper ends to each side of the cantle-plate of the saddle, a pair of closely coiled and separated distensible springs attached to the rear of the underframing, a compressible spring arranged in each of said distensible springs and connected at their upper ends to the lower end of said hanger rods, and means for connecting the lower ends of said compression springs to the lower end of said distensible spring.

790,276. Acetylene Gas Generator. Charles W. Beck, New York, N. Y., assignor, by mesne assignments, to Electrolite Gas Lamp Company, New York, N. Y. Filed November 23, 1900. Serial No. 37,550.

Claim.—1. In a carbide-feed acetylene-generator, the combination with a generating chamber provided with an inlet passage through which pulverulent carbide is fed intermittently, of a diaphragm-like screen extending across said inlet-passage, provided with a normally closed yieldable opening, and means for positively forcing said passage open during the admission of carbide.

790,979. Air Cooling Device. Hiram H. Pierce and Edward A. Taylor, Racine, Wis. Filed March 17, 1904. Serial No. 198,579.

Claim.—The combination with a metal cylinder of sections of coiled wire, said sections being laterally meshed together to form a skeleton cylinder, surrounding said metal cylinder, and partially embedded therein.

"PERFECT"



OILER.

For High Grade Bicycles. The best and neatest Oiler in the market. **DOES NOT LEAK**. The "PERFECT" is the only Oiler that regulates the supply of oil to a drop. It is absolutely unequalled. **Price 25 cents each.**

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Cushman & Denison Mfg. Co., 240-2 W. 23d St., N. Y.



The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LI.

New York, U. S. A., Saturday, July 1, 1905.

No. 14

A TIGHT LITTLE POOL

Why Apparently Disinterested Rim Makers were Present at the Bradford Meeting.

The reasons for the presence of apparently disinterested rim manufacturers at the special meeting of the American Wood Rim Co., at Bradford, Pa., to which reference was made last week, have finally leaked out. The makers in question were not as disinterested as they would have the world believe.

They were, indeed, concerned with the renewal of a tight little pool, or price agreement, of which the trade at large has known nothing. It appears that this pool, or agreement, has existed for about two years, and has proved so profitable that all parties to it were quite content that it be continued. According to one story, the pool last year paid Rastetter, of Fort Wayne, Ind., a round sum for merely keeping his machinery idle. They did not desire an increase in the production of rims. Whether this part of the deal was also renewed at the Bradford meeting cannot be learned, but there are reasons to believe that it was continued.

"Spend no money," appears to have been the keynote of that meeting. Of late years none of the wood rim makers have been gully of anything of the sort to an alarming extent. But they will now spend even less. They have agreed that none shall do any advertising of any sort, which is reliably understood to mean that jobbers no longer will be supplied with the colored inserts for their catalogues, the only remaining expenditure in which the wood rim people have indulged.

There is no reason to believe, however, that work will be stopped on the \$100,000 home which E. J. Lobdell, president of the American Wood Rim Co., is erecting at Greenwich, Conn.

France Divides on Rim Question.

The question of the standard size of rim for cycle wheels continues to agitate the minds of the members of the French Syndicale des Fabricants de Pneumatiques. At their last meeting they agreed to a standard size of wire for tires, but the question of the size of rims formed a thorny path of discussion. The meeting divided itself into

three camps—those in favor of a 35 mm. (1 2-5 inch) rim, and those who desired a 38 mm. (roundly 1 1/2 inch) rim, and those who thought a 42 mm. (1 17-25 inch) should be the standard. Finally it was agreed to write to the chairmen of the various cycle trade societies interested in any way, with the view of appointing a joint committee to thoroughly go into the matter.

Reading Standard Reports Big Increase.

"Business is holding up splendidly," was the report of W. F. Remppis, the head and front of the Reading Standard Cycle Mfg. Co., who was in New York on Wednesday. "Our share of it will be about 35 per cent greater than it was last year. We have not only shipped more bicycles, but better ones, which means a bigger increase in money than in previous years. Motor bicycles, too, have been coming strongly."

British Exports Show Another Gain

Great Britain's cycle export business took another big upward bound during May, advancing in value from £63,030 in May, 1904, to £82,353. This brings the total for the first five months of the year to £380,591. Of this amount £269,296 represented shipment of parts.

The Retail Record.

Norway, Me.—Ned Cross, opened repair shop.

Palo Alto, Cal.—Columbia Cyclery; fire; slight damage.

Buffalo, N. Y.—Charles Heimerle, repair shop; fire; damage, \$100.

Morgan & Wright in Buffalo.

Morgan & Wright have established an agency for their bicycle tires and sundries with the G. & J. Tire Co. agency, at No. 9 Huron street, Buffalo. A full line of M. & W. goods will be carried, of course.

Great Britain's Output

According to one estimate, the output of British bicycles will this year touch 300,000 machines. Of this number 180,000 will be produced by the Coventry factories.

Marsh Goes to France.

A. R. Marsh, of the American Motor Co., Brockton, Mass., sailed for France this week. He will combine business with pleasure.

PLANS OF CONSOLIDATED

President Breckenridge Gives Reasons for Reorganization—To Sell Preferred Stock.

The reorganized Consolidated Mfg. Co., Toledo, Ohio, which is now an Ohio corporation, capitalized at \$1,000,000, will offer \$300,000 of its \$500,000 preferred stock for public subscription.

In announcing the fact, President E. P. Breckenridge threw some light on the causes of the reorganization and on the character of the stock that will be issued.

"We are growing in stature rather than changing in shape," he said. "When the Consolidated Mfg. Co. was originally formed by a consolidation of the Kirk Mfg. Co. and the Snell Cycle Fittings Co. we took an Arizona charter, but since the change in Ohio's constitution, which eliminates stockholders' liability, we naturally prefer to have an Ohio charter rather than to operate under the wing of a foreign State.

"While making a change to this extent we have thought it the part of wisdom to reorganize in such a form that we will be enabled to take up much of the business that has been offered to us from year to year, and which we were unable to attempt with our former resources. To this end we have issued \$500,000 of 6 per cent participating preferred stock.

"Under our charter and the Ohio laws this preferred stock will be a first lien upon our \$890,000 of assets, and by the terms of our charter this lien cannot be disturbed by any action of the company in giving mortgages or deeds of trust, except when the consent of a majority of the stockholders of this preferred stock has first been obtained.

"By the express terms of our charter we must pay on the preferred stock 6 per cent per annum, payable semi-annually, July 1 and December 1, and this dividend is cumulative—that is to say, if from any cause whatsoever we fail to pay any dividend, no dividends can be paid on the common stock until all past dividends on the preferred stock have been made up.

"Under our charter the preferred stock will participate in all dividends after 6 per cent

has been paid upon the preferred stock and the common stock.

"The issuance of preferred stock of this character containing such favorable conditions is rather an innovation, but we have insisted that, as we expect to offer this stock to our friends and neighbors, it must contain every provision that can be devised for its and their protection.

"The amount of our assets, almost \$890,000 has been determined by an appraisal made by the American Appraisalment Co. of Milwaukee, a concern which makes a business of appraising such plants as ours for insurance purposes, so that the examination was most thorough and made by disinterested experts.

"This proposition of ours is quite unlike the ordinary investment offered, for the reason that our company has been operating about fifteen years, has established a reputation in the merits of its goods and is at present in a position where it is unable to accept all of the business that is offered at its doors.

"While we offer \$300,000 of this preferred stock for public subscriptions, as a matter of fact there will hardly be more than \$200,000 actually available; \$200,000 of the total issue has been reserved for our present stockholders, and \$100,000 has been practically underwritten by some of Toledo's prominent capitalists, leaving, as I said, about \$200,000.

"Under the conditions and restrictions I have spoken of, this preferred stock, it seems to me, offers a most attractive investment. In the first place, the 6 per cent dividend must be paid, and our company has earned in the last three years more than enough to pay such dividends, and with the increase of the business which under the reorganization it will be in a position to accept it will be able to pay dividends on all the stock of at least 6 per cent, and to pay either a satisfactory dividend in addition or to accumulate a large surplus.

"This stock cannot be classed with bonds or loans on mortgages, or with savings banks deposits, because under our laws it is not taxable, as the company pays all the taxes. If one is the owner of a bond or note secured by a mortgage, under our present laws he must either pay taxes approximating 3 per cent per annum or he must hide it away and practically commit perjury.

"As I said before, we expect to have this stock taken by our friends and neighbors, and as we have the utmost confidence in the business and in the desirability of these securities we have no hesitation in advising our friends that they are safe, conservative and sound, and, in addition, we are prepared to demonstrate these facts to any one seeking an investment, whether it is for a large or small amount, and those desiring to invest in but one or two shares will receive as courteous attention and be put in possession of all the facts and be given an inspection of our plant and books, just as though they were seeking an investment for \$100,000.

"We now have the largest manufacturing plant in Toledo, and with the strength to be gained by this reorganization this concern will be one of which this or any other city may well be proud."

EXPORTS IN MERRY MAY

First Month to Show Gain Over Last Year

—Thanks Due to Japan.

May proved a merry month, so far as exports are concerned. It was the first of the present year to overtop the total of the same month in the year previous. It is in consequence a cause for rejoicing, on the principle of "small favors thankfully received," as the increase was but \$1,400. And Japan is to be thanked for it. Its purchases for the month jumped fully 100 per cent over last year's figures—\$26,388, as against \$53,259 for May, 1905. This increase is especially worthy of note because of the fact that the figures for the eleven months show a large falling off from those for the corresponding period in 1904, which are, in their turn, much smaller than those for 1903, when the top figures representing exports to that country were reached.

Decreases mark a comparison of the totals in the principal markets of Europe, although Other Europe shows a gain of 331.3 per cent. Coming to this side of the Atlantic, Canada took slightly less this year than last, while small gains are to be found in other instances, such as Mexico and Other South America.

Where the Far East is concerned, Japan, as stated, is the one bright spot, although the Philippines and Other Asia gained slightly. Otherwise there were no developments of importance, nor for that matter any material change in the situation in that part of the globe, gradually decreasing totals continuing to mark shipments in that direction.

While the month was favorable, a comparison of the periods of eleven months ending with May, the last month in the fiscal year, show a substantial decrease. The figures in detail follow:

Cycles and Parts of—	May—	—Eleven Months Ending May—	May—		
Exported to—	1904.	1905.	1903.		
	1904.	1905.	1904.		
	1905.		1905.		
United Kingdom	\$35,383	\$30,884	\$242,506	\$246,785	\$205,621
Belgium	7,528	3,888	35,624	51,061	33,699
France	10,490	8,283	146,896	73,695	44,153
Germany	15,724	6,074	114,619	124,555	53,103
Italy	3,149	1,540	44,324	51,455	19,241
Netherlands	4,225	3,048	75,968	110,292	38,234
Other Europe	12,305	16,211	170,673	166,084	148,654
British North America	20,323	18,779	156,678	110,875	118,244
Central American States and British Honduras	156	258	2,805	2,916	4,039
Mexico	2,793	5,296	42,730	40,210	45,469
Cuba	3,329	3,225	9,236	18,480	32,773
Other West Indies and Bermuda ..	3,410	2,150	34,309	29,774	27,282
Argentina .....	.....	588	12,241	10,589	16,172
Brazil	591	733	6,664	11,094	9,902
Colombia	231	120	916	1,629	3,465
Venezuela	13	135	258	604	461
Other South America	1,090	1,160	16,962	15,540	12,252
Chinese Empire	385	684	19,521	12,393	11,576
British East Indies	2,979	1,231	35,338	22,662	10,266
Hongkong	300	226	2,813	8,373	2,956
Japan	26,388	53,259	406,134	386,822	256,879
British Australasia	12,649	6,430	220,505	270,585	121,478
Philippine Islands	368	651	14,192	20,816	7,846
Other Asia and Oceania	605	1,262	28,733	18,944	18,564
British Africa	348	437	92,380	11,204	2,347
All other Africa	360	8	7,989	7,146	3,045
Other countries	38	.....	30	38	50
Total	\$165,160	\$166,560	\$1,941,014	\$1,824,621	\$1,217,771

"Ride and Tie" Scheme Went Wrong.

Probably every one has heard of the old "ride and tie" scheme, by means of which two men were enabled in the olden days to ride one horse for many miles without overwearing the animal. The method was for one of them to start out and ride for a certain distance, as previously agreed upon, and then, dismounting, to tie the horse and proceed on foot, while the other, following on "shanks's mare," would in time come up to the horse, now much rested, and, mounting him, ride by the other to a point some distance beyond, where he, too, would dismount and proceed on foot, leaving the faithful brute for his companion to come up with in due season.

The same idea has been applied to the bicycle in fiction more than once, and has answered its purpose very well. Now, it appears that a couple of workmen of Birmingham, England, have actually put the thing into operation, and for many moons have been in the habit of going to and from their work in this ingenious fashion. Recently, however, some miscreant came upon the wheel left to its own devices in a hedge, and, taking a fancy to it, walked off with it, because he could not ride. He was later brought into court for the deed, and it then developed that he had sold it for 30 cents.

Featherweights Barred from Hill Climbs.

The competition committee of the F. A. M. has formally adopted the resolution requiring that henceforth, to be eligible to a hill climbing contest, riders shall weigh or be weighted to not less than 120 pounds. The rule was formally promulgated by Chairman Campbell this week, and will put an end to the era of featherweight-small-boy contestants and give the full grown men a man's chance to win.

ABOUT CYLINDER EXPANSION

**Light Shed on a Misleading Explanation—
Facts as to Effects of Heat.**

Strange little inaccuracies creep into the writings of the technical men now and then, which are apt to be misleading to the layman and confusing to the novice. Thus, in reference to a faulty motor-bicycle engine, a contemporary says:

"In the case of a 3 horsepower air-cooled motor bicycle, it took more than an ordinary effort to start it on the level, the compression being very good, but, curiously enough, this engine lost power and speed after a very short period of running, and it was eventually discovered that this loss of power was due to expansion of the cylinder when hot coupled with highly sprung but rather indifferently fitting piston rings."

From this it would naturally be inferred that the expansion of a heated cylinder would tend to reduce its diameter, and thus bind the piston, the expansion of the latter also increasing the effect.

As a matter of fact, when a cylinder is heated, the effect is to increase the volume of every molecule of matter in its make up, and the inevitable result of this to increase the whole volume of the metal. This can have but one effect—that of increasing the external and internal diameters. It is upon this well known principle that the so-called "shrink fit" is made which is used for fixing together two parts which are henceforth to act as one. Thus in the case of the steel tires which are used on the cast iron drivers of locomotives, it is customary to turn the tire to a diameter slightly less than that of the wheel itself, a difference amounting to something like one thousandth of an inch per foot of circumference being commonly used, and then to heat it until it can readily be slipped over the wheel. When cooled off, it is so firmly fixed in place that it cannot be removed without again being heated. Incidentally, it is interesting to note that the pressure set up by the shrinkage, amounts to something like 30,000 pounds per square inch of metal in the tire.

Thus in the cylinder of the gasoline engine, the effect of the heat generated when it is at work is to increase its bore, and, other things being equal, to relieve the friction on the piston. Acting contrary to this, however, is the cooling of the cylinder, which, be it by air or water, tends to decrease this tendency.

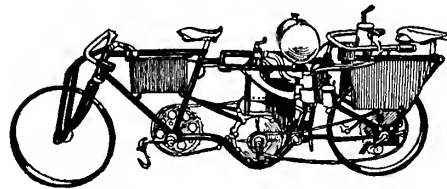
The piston and its rings also expand, of course, and since there is more metal in the cylinder walls than in the body of the piston, one would naturally suppose that the effect of the heat would be to free the piston, rather than to bind it, since, although both expand somewhat, the expansion of the cylinder would be somewhat greater than that of the piston. The cooling effect, however, interferes with this, so that in reality, in a well designed engine, there is but little difference

between the actual metal to metal friction, whether it be cold or hot. Usually, the apparent difference, in the increase of compression, is simply the effect of the more perfect distribution of the lubricant, which when hot serves as a more perfect seal upon the packing rings than when cold.

The principle of the thing is too well known to engineers and mechanics to need exposition, but to the man who is new to the game, and to him who reads the paper for the sake of the crumbs of mechanical knowledge, he can glean from its pages such a statement as that quoted, is nothing more nor less than a blind.

Probably in the case cited the trouble was almost wholly with the rings, which may have been of too great diameter for the bore, and also may have been fitted improperly. Possibly, too, the piston may have been of too great diameter, a certain amount of clearance being necessary to allow for the small amount of unequal expansion which occurs, as already explained.

Foreign Freak Pacemaker.



Pacing by motor tandem in bicycle racing has been a thing of the past in this country for at least two years or more, but it is not only adhered to on the other side, but has been carried to an extreme, as is evidenced by the accompanying illustration of one of the "machine shops on wheels" employed for this purpose by the Germans. Such machines, of which there are a number in use on the Continent, carry a motor sufficiently large and powerful to propel a good sized automobile, and are, in short, little more or less than two wheeled gasoline locomotives. It was a machine of this type, built to the order of Tommy Hall, rated at 24 horsepower and said to be capable of doing better than a mile a minute, the use of which was recently prohibited by the authorities in England.

Odd Accident to a Motorcyclist.

Alex Smith, the well known Hartford (Conn.) dealer and motorcyclist, was the victim of an unusual accident in that city last Saturday afternoon. He was riding uphill behind a wagon, when, just as he sought to pass it, a chair fell out of the vehicle. He had no chance to avoid it, and was thrown heavily on the trolley rail. His hip was fractured so badly that it probably will be several months before he is himself again.

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Motor World Publishing Co., 154 Nassau street, New York. ***

HERE'S A MANY SPEED GEAR

Freakish Device by which an English Cyclist Obtains a Wide Range of Speed.

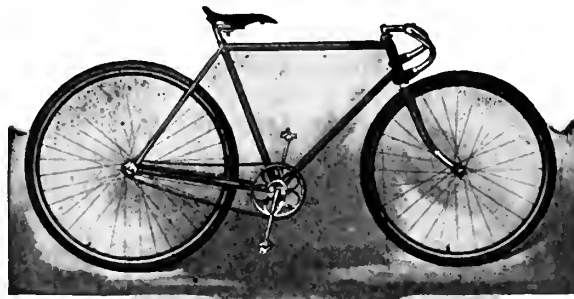
In the land of free wheels and two speed gears "with and without," a mechanical genius has managed to effect a most wonderful range of gear changes. With a little tinkering he fitted a change speed gear giving three speeds in the rear hub, and another capable of two different speeds in the bracket. This gives no less than six distinct changes—namely, 50, 67, 73, 88, 95 and 122—a combination beyond the reach of even the mechanical genius in this country, as the market is not so well supplied with change speed devices that they may be had for any part of the wheel. Speaking of his mount as altered, the rider says:

"The highest gear I found very difficult to push even on the level with any degree of comfort, while the lowest one proved so low that any hill could be ascended with the greatest ease—of course, at a slow pace. Between these extremes there were four other combinations to select from, as above set out, in the intricacies of which I occasionally got hopelessly mixed and for the moment did not know exactly where I was. On all the combinations the machine seemed to travel well, though the proper manipulation of the two gear levers was something in the nature of a Chinese puzzle—at all events as regards results. It is a curious sensation swinging down long, steep hills at a twenty-five mile an hour gait and at the same time pedalling comparatively slowly."

How a Scissors Grinder Uses His Cycle.

The itinerant scissors grinder who utilizes the bicycle in his work has cropped up again after a long absence. From the description of his outfit, it is far and away ahead of the usual peripatetic "sharpen-em-up man's" tool kit, and should serve as an example to the more conservative members of the guild. The alterations were effected with the aid of a blacksmith. These included the provision of a self-contained, stoutly made stand, which may be strapped up out of the way when not in use, but which grips the rear end of the frame when in position, the wheel being lifted from the ground. The spindle carrying the grindstone is bracketed to the handle bar, and is driven by a belt running on an old rim from a baby carriage wheel and made fast to the rear wheel of the bicycle, much after the fashion of the rear pulley on a belt driven motorcycle. The power is obtained through a third purchase, which not only maintains the pedalling speed normal, but enables the operator to put a much heavier pressure on the grindstone than is possible by the usual method.

"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York. ***



National, Model 80 Special

The weather for the last four months has not been good for racing, but on the other side of the world they are doing good work on the Nationals. The last of January at one meet in New Zealand, two National riders scored four firsts, three seconds, three thirds and six fourths, and at the Timaru Sports, another National rider won all races on the program. They have found out that Nationals are winners, and send 15,000 miles to get them.

In thirty days the sport will begin in the U. S. The Model 80 special National is the winner. Show a sample and it will sell.

NATIONAL CYCLE MFG. CO., Bay City, Mich., U. S. A.



W. E. BAUM,
Sec'y Chicago Motor Cycle Club.

WHAT

Mr. W. E. BAUM,
Sec'y Chicago Motor Cycle Club

SAYS

OF

FISK TIRES

Last year he rode 12,771 miles, of which 3,100 miles was on three pairs of ——— tires, and 9,671 on one pair of No. 88 H Fisk tires 28 x 1 $\frac{3}{8}$ in., and during the entire year he only had one puncture in the Fisk tires. Last year he received First Prize in Chicago for Century Runs and Third Prize in New York.

He states that Fisk tires are not only easier riding but will wear longer and better than any tire he ever had.

FISK RUBBER COMPANY,

Chicopee Falls, Mass.



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Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, JULY 1, 1905.

Good Roads Again.

It is one of the greatest questions of the day—the question of public ownership. Whether the government as a unit shall control and operate the railroads and steamship lines, whether it shall control the handling of merchandise, whether the local governments of cities and towns shall maintain their own lighting and water supply plants, and so on. Government ownership—municipal ownership. Much is daily being written on the subject, and again and again the opinions of people of all classes clash as it comes up for discussion.

That the national control of the postal system is a success from every point of view none can gainsay. That it has been successfully expanded in England to embrace the parcels post, there can be no doubt. That in the local governments the municipal control of such institutions as are a direct dependence of the people has come to be regarded as a necessity is also true. The question is, then, where to draw the line. What shall be the limit to the socialistic advance, and where shall the government as a unit give up to the local constituent the handling of these things?

In no department is the question of greater

import than in that which relates to the improvement and maintenance of the public highway. That speedy reform in the conditions obtaining in the average country thoroughfare is needed it requires no demonstration to prove. For years the need has been recognized. Local corporations will not touch the matter at all, or, if they do at length consent to take it up, it is with a wail at the expense, and often enough only then where the taint of corrupting influence may creep in and the fulsome contractor-official pluck the fruit of graft. But there is the national body, with its supervisory and unifying function. Has it not a province and a duty as well in at least helping toward the standardization of these avenues of public life?

In France the government builds and maintains certain of the roads, and all upon a fixed standard. Other ways are maintained at the expense of the local bodies, but after a fashion fixed upon by the national body. The French roads are famous the world over for their uniformity and excellence. It may be that in this country such a system as prevails there would be out of the question. But, on the other hand, without at least some form of national supervision, some sort of regulation which shall dictate that conditions of decency at least shall prevail throughout the year, the march of progress in this respect is limited to the rate of enlightenment of the municipalities and townships, and the test of time has already shown that their inertia is very great.

To simply demand of them that they construct and maintain at their own expense such roads as shall be consistent with the needs of the country as a whole would be to place a very great burden, an unbearable burden, on some of them. For it is in the poorest and most indigent communities that the greatest improvement is needed. Granted, then, the amply demonstrated need of general improvement in every section of the country, there is but one logical conclusion to follow, and that is government aid. Let the government co-operate with the States, the States with the towns; let there be a uniform system of trunk lines extending between all the principal points in each, and let there be, subsidiary to this, systems of tributary lines connecting the minor points, and is not the problem solved after a fashion consistent with the demands of the case?

There is the long pending Brownlow good roads bill, which provides for just such a system. It has been fought tooth and nail. The fight is still on. It will be kept up until

the bill or a more effective one is passed and in effect. This is the way its author clinches his argument for it:

"The government owns property in all the States upon which it pays not one cent of taxes. It has taken charge of the public roads for the transaction of its rural mail business, upon which it places fixed charges against the people who built these roads without its aid. It ought in mere justice to be willing to help better the roads for its own uses, even if it had no concern in the welfare of the people. In addition to its post offices, custom houses and court houses in all the States and Territories, the government possesses lands, parks and other property. It has a direct interest in the advancement of every community, and the reciprocal obligation of government is to protect and foster the natural interest of each individual. These obligations will not be fulfilled until the government assists in improving the public roads. If it is proper for the government to aid in the improvement of its water courses for the extension of commerce—which courses must ever carry a small percentage of the total commerce of the nation—then, it is surely the duty of the government to aid in the improvement of the land, or primary, means of transportation over which 95 per cent of all products must be moved before it reaches a railway or steamboat."

Here is a subject of vital importance to the individual. It concerns the man of limited resources even more, if possible, than it does the capitalist of large interests; for with the amassing of capital comes the power of controlling and operating the private carriers, the railroads and steamship lines, and to him the affair is more one of patriotic interest than one of personal import. It is a matter deserving of more than languid interest; it is a matter deserving of consistent effort. It is a question of and for the people, and—it is for the people to decide.

Small Necessity for "Loading" Oneself.

In the trade papers the practical paragraphs invariably counsel the cyclist, and especially the motorcyclist, never to go abroad without a certain number of tools and spare parts somewhere about his person. If all the good advice were taken by the conscientious person he would be so laden with truck that, especially on a warm day, all the joy would go out of his life and the merest existence become a burden. One says that he should never be without a spare plug, another that it is suicidal to leave home

without a few spare nuts and a split pin or two, while another reminds him of the utility of the monkeywrench and the screwdriver under certain circumstances.

All this is very worthy precept, and no doubt well meant, but to load himself down with a lot of truck which he is little likely to need is folly. If he has his mount in good form, as he always should have it, and, what is quite as much to the point, if he knows how to ride it properly, he will have little use for any tools except to help out his unfortunate brother who has left his pliers in the other coat and the repair kit on the edge of the washtubs in the basement. Really, all he absolutely needs for the slight attention which should be called for by the ordinary mischances of the road are the pliers, a screwdriver and a small wrench. A spare spark plug and a yard of wire sometimes come in handy, but not more frequently than a tire repair kit; and how very, very many cyclists ride year in and year out without that commodity!

The minimum amount of equipment stands for the minimum amount of fuss, and the minimum amount of fuss means the maximum of pleasure, and that is what the average man is riding for.

Groundless Fear of Rubber Famine.

The bugaboo of a rubber famine is still abroad, or at least it has just reached the other side again. It crops up here annually, semi-annually and sometimes more frequently than that, and there is immediately a great deal said and written about the price of pneumatic tires being jacked up to a prohibitive figure as a consequence.

Some people worry over these reports, and in the course of time forget all about them, then a new one of the same tenor and probably more alarming than the first comes to their notice, and they repeat the operation. Rubber has been constantly advancing in price; this is a fact, and not a dream, as every tire manufacturer is fully aware. But it is said on the best of authority that there is no more danger of a rubber famine at the present moment than there ever has been at any time in the history of the industry. Tires may go up some, but it is not anticipated that there will be any sudden or heavy advance.

Take it all in all, a good bicycle tire is always high as compared with the mass of trash that is thrown on the market, but the rider of experience knows that it pays to buy only the good tire.

NEAR THE HALF-WAY POINT

**Early and Leuly now Beyond Omaha—
Their Troubles Still Follow Them.**

By this time Harry Early and Emil Leuly must be realizing the folly of attempting to ride racing bicycles across the continent. Hard luck in the shape of breakages has continued to stay with them, their last report from Boone, Iowa, stating that Early had suffered a broken crank and was simply "worrying his way" to Omaha, and this after having previously sustained a succession of other mishaps.

They reached Chicago at 9:05 P. M. (1,110 miles) on the 23d, after the longest day's ride—the thirteenth since leaving New York—of their journey, 142 miles. The roads were good and the weather fine, and nothing worse than four punctures served to retard them. The following day, however, a broken crankhanger, which required that they return to Chicago for repairs, delayed them until noon. They were only able to reach De Kalb, Ill. (70 miles), that evening.

Strong head winds on the 25th made them "work their passage" all that day and kept down their travel to 62 miles. The next day, June 26th, they reeled off 111 miles, a broken chain which required a walk of 3½ miles being the chief incident they encountered. Another broken chain on Early's machine and a broken fork on Leuly's caused them to stop for repairs early in the afternoon at Chelsea, Iowa. On the 28th they reached Boone, Iowa, covering 93 miles. It was on this day that Early broke a crank, and as there were no facilities for repairs at Boone, at last reports he was limping as best he might toward Omaha.

Kramer Wins Two Big Events.

"Kramer wins Grand Prix!"

This was the cablegram from Paris Sunday night, 25th ult., that announced the American's victory over the pick of European cracks, in the most notable of all French cycling events. This is the blue ribbon event in Paris, with about \$5,000 to be divided among the winners. Kramer's share, it is believed, will amount to \$2,000.

While it is not known who were against Kramer in the finals, yet Friol, Schilling, Dupre, Meyer, H. Mayer, Poulain, Rutl and Kramer had all qualified for the semi-finals, so, anyway, he must have had a speedy bunch to sprint with.

The only big race left on the calendar on the other side is for the world's championship next month, but Kramer, it is said, will not compete, as he sails for home to-morrow, Sunday, July 2.

In an "international" three-cornered race at the Buffalo Velodrome, Paris, June 11, Frank Kramer, W. S. Fenn and Floyd Krebs represented America. The final heat was between Kramer, Henri Mayer, of Germany, and Poulain, of France. Although



FIXTURES



July 3, Buffalo, N. Y.—Racing Cyclists' Union race meet at Columbia Park.

July 4, Atlanta, Ga.—Race meet Piedmont track.

July 4, Boston, Mass.—Race meet at Charles River and Revere Beach tracks.

July 4, Newark, N. J.—Meet at Vailsburg board track.

July 4, Richmond, Ind.—Dealers' Association track meet.

July 4, Brooklyn, N. Y.—C. R. C. Association 25-mile road race.

July 4, San Antonio, Tex.—Mission City Wheelmen's 30-mile road race.

July 4, Indianapolis, Ind.—Dealers' Association handicap road race.

July 4, Naugatuck, Conn.—Five and nine mile handicap road races.

July 4, Chicago, Ill.—Chicago Motorcycle Club's race meet on Garfield Park track.

July 8, Brooklyn, N. Y.—F. A. M. and N. Y. M. C. C. motorcycle race meet at Parkway Driving Club track.

July 9, Buffalo, N. Y.—Ramblers' B. C. 25-mile road race.

July 16, Milwaukee, Wis.—Dealers' Association 25-mile road race.

July 16, 21 and 23, Antwerp, Belgium—world's championship.

July 30, Brooklyn, N. Y.—C. R. C. Association's 5-mile road race.

July 30, Brooklyn, N. Y.—C. R. C. of America's 10-mile record trials.

August 7-11, Waltham, Mass.—Annual meet Federation of American Motorcyclists.

August 27, Brooklyn, N. Y.—C. R. C. of America's 25-mile record trials.

September 17, Brooklyn, N. Y.—C. R. C. of America's 100-mile handicap road race.

November 30, Brooklyn, N. Y.—C. R. C. of America's 30-mile handicap road race.

the two foreign riders teamed against the American, Kramer broke up the combination and crossed the tape half a length ahead. In a one-fifth mile record trial, in which all the European cracks entered, Kramer again scored a victory, riding the distance in 17.45 seconds, thereby breaking the world's record of 18.15, made on the same track last year by "Major" Taylor.

Racing at Vailsburg and Madison Square.

It looks as though cycle racing activity in the metropolitan district will be renewed. It has been decided to hold night meets on the Vailsburg track in Newark, and P. T. Powers will open Madison Square Garden, New York City. No dates for the first meets have yet been set, but it is understood that the tracks will be reopened this month.

Contentet Hurt in Dresden.

From Germany comes the report that Contentet, the French middle-distance crack, who has been racing in that country for some time, was injured in a fall at the Dresden track. He was picked up with a broken ankle.

FOR THE F. A. M. MEET

Committees Appointed and Programme Outlined—Details Rapidly Assuming Shape.

With the organization of the Waltham Autocycle Club and its appointment of committees to direct the several phases of the F. A. M. meet, which occurs at Waltham, Mass., August 8 to 11, the details of that affair are now being rapidly whipped into shape. The committees are as follows:

Hotels—Messrs. Worcester, Stewart and Robinson. Programme—C. Hernandez and C. H. Metz. Reception—F. R. Dickinson and W. McKelvy.

The programme, which probably will be subjected to some slight changes, has been provisionally arranged as follows:

Monday, August 7—Reception of visitors and finish of endurance contest.

Tuesday morning—Canoe trip and lunch at Norembea Tower. Afternoon—Hill climbing contest on Prospect Hill. Evening—Band concert and river illumination.

Wednesday morning—Two 25-mile road races, one open, the other restricted to stock machines, touring models. Afternoon—Economy test, skill contest and dispatch race on Waltham track. Evening—Races, including national championships, on either Charles River Park or Revere Beach tracks.

Thursday morning—Runs to the seashore and historic points. Evening—Annual election and business meeting of the F. A. M.

Friday and Saturday—Tours "to the order" of the visiting riders.

Treasurer Gibson, of the F. A. M., visited Waltham on Sunday last, and after spending several hours with the sponsors of the meet returned full of enthusiasm. He climbed Prospect Hill and describes it as a "hair raiser," but he says the view from the summit is alone well worth the ascent. President Betts, of the F. A. M., is due in Waltham to-morrow, when it is expected the finishing touches will be given to the programme.

Afus Wins 50 Mile Road Race.

W. K. Afus, of the Brower Wheelmen, with a handicap of 40 minutes, finished first in the annual fifty-mile road race of the Century Road Club Association on Long Island last Sunday, 25th inst. His time was 2 hours 32 minutes.

The course was over the Merrick Road, from Valley Stream to Bellmore and return, with the start and finish at Tom West's hotel. As an example of miserable management, it was a fair sample. The race had not been advertised, and when the entries closed the night before, only five riders had sent their money in. Sixty-eight post entries were taken at the start, and these riders rode the long distance. This part speaks well for the sport itself, as the men who entered the race just happened to be at Valley Stream at the time set for the start, and entered the contest there.

Frank Eiffler, the crack sprinter of the association, started from scratch, and covered the fifty miles in 2:23:40, thereby winning first time prize. The other scratch men finished in the following order for time prizes: J. M. Eiffler, second; H. Vandendries, third; C. S. Schnepp, fourth, and Charles Mock, fifth.

C. Schlosser (35 minutes) followed Afus across the tape for second place, and the other riders finished in the following order: William Miller (35 minutes), third; A. Demarest (35 minutes), fourth; G. Hunter (45 minutes), fifth; J. Forsyth (30 minutes), sixth; A. G. Armstrong (45 minutes), seventh; Charles Martin (30 minutes), eighth; J. A. Stern (50 minutes), ninth; Charles Nesent (25 minutes), tenth; F. Moran (30 minutes), eleventh; P. J. Baum (30 minutes), twelfth; J. Hilligan (15 minutes), thirteenth; A. Pantilla (45 minutes), fourteenth; A. Kautman (25 minutes), fifteenth.

Brockton Motorcyclists Organize.

Brockton (Mass.) motorcyclists have at last got together. On Tuesday night they formed the Brockton Motorcycle Club, and elected W. T. Marsh, one of the earliest workers in the vineyard, as its president. The other officers elected at the meeting on the 27th were: Vice-president and captain, Alonzo A. Hoyt, of East Whitman; secretary-treasurer, Stephen W. Tonry; board of directors, James J. Hamm, Stephen W. Tonry, W. T. Marsh, George Gibbs and F. H. Harlow, of Whitman. Headquarters have been established on Franklin street, and the club promises to "do things."

To Test Police Judgment.

The sponsors of the F. A. M.-New York Motorcycle Club race meet at the Parkway Driving Club's track, in Brooklyn, N. Y., on July 8, have hit upon a novel plan to induce the policemen to come out into the open and demonstrate that their judgment of pace is as keen as they claim it to be. To that end they have offered a prize of one day's pay to the bicycle or motorcycle cop who puts in an appearance at the track and who comes nearest to correctly estimating the pace of the leading competitor on one of the intermediate laps of the two miles speed judgment contest which is to be a feature of the meet.

How Smugglers Were Frustrated

Two smugglers who were attempting to get about sixteen hundred pounds of tobacco over the Belgian frontier into France in a motor car recently, after running the gantlet of several groups of customs officers and narrowly escaping a wreck from a horse trough which a gendarme had dragged across their pathway, were finally overhauled by a couple of officers on bicycles as their machine was beginning to slow down as a result of its rough treatment. Seeing that capture was inevitable if they stuck to it, they abandoned the car and fled across the fields, leaving the spoils to the pursuers.

FOR THE ENDURANCE RUN

New York to Waltham in 16:40 the Task Set—The Controls and Awards.

With the programme of the annual meet of the Federation of American Motorcyclists at Waltham, Mass., August 8-11, now practically settled, the plans for the F. A. M. endurance contest have also begun to assume shape.

The idea suggested some two months since of a one-day run from New York to Waltham will be carried out. The direct route is about 15 miles short of the 250 miles required by the rules, and for this reason the exact course cannot be announced, but as the necessary mileage will be made up either before leaving New York or between Springfield and Waltham, it is certain that Bridgeport, Hartford, Springfield and Worcester will be the chief points on the route, and will constitute the control stations.

The old railroad time table practice of requiring the contestants to arrive on the stroke of a particular minute will be abandoned; it always has been well nigh impracticable and a constant cause of friction. Instead, the participants will be given 15 minutes in which to reach and pass through each control, and to thereby qualify for a perfect score.

The time limit necessary to earn such a score will be 16 hours and 40 minutes, which is at the rate of exactly 15 miles per hour.

The awards for perfect scores will be bronze medals, with gold "bullseye" centres, denoting that the holder exactly "hit the mark"; bronze medals minus the bullseyes will be given to all survivors who reach Waltham within 24 hours and who have not violated the rules by exceeding the schedule at any control.

The start from New York will be made at 3 o'clock A. M. on Monday, August 7. The entry fee will be \$3, and the entry list will close August 1 with H. J. Wehman, secretary, F. A. M., 108 Park Row, New York.

Automobilist Fulked in \$2,000.

Carelessness cost a St. Louis automobilist \$2,000 last week, and will put that sum in the pocket of the bicyclist whom he ran over, if the judgment rendered in favor of William F. Ladering against Alexander H. Major is allowed to stand. Careless driving across a road was the allegation upon which Ladering sued for \$4,400, and the jury which heard the case believed it. The plaintiff and his brother were riding a tandem bicycle when the accident happened, and he was dragged some distance, with the result of a broken leg and sundry bruises.

The Motorcycle Club of Bridgeport, Conn., the existence of which was not known, has scheduled a sanctioned race meet for July 4 at Steeplechase Park. Three events will be run—a one and a three mile, for stock machines not exceeding 3 horsepower, and a five-mile open.

The Morrow is Advertised by its Contented Customers

Salem, Oregon, June 3, 1905.

ECLIPSE MACHINE CO., Elmira, N. Y.

Dear Sirs:—I have ridden the 1905 Morrow brake I received from you last December 2268 miles, without having the least trouble, and more than that I have fitted it regularly on all my wheels and without receiving a single complaint of any kind. I GUESS THAT IS GOING SOME.

From my past experience any dealer who classes the many other brakes with the 1905 Morrow is certainly standing in his own light. I say this because I make each of my repair men ride different brakes; in that way I learn the faults of them all in a practical way.

Wishing you every success or the same success as I have had with the Old Reliable Morrow Brake.

Yours very truly,

WATT SHIPP,

The Bicycle Man.

Are YOU Standing in Your Own Light?

ECLIPSE MACHINE CO., - Elmira, N. Y.

TESTING THE BATTERY

Value of the Ammeter and Voltmeter to the Motorcyclist—How to Use Them.

While the dry battery has as a general rule been improved to a point where it is no longer quite deserving of the many opprobrious epithets heaped upon it earlier in the history of its career on the motorcycle, it has not reached a point where it is infallible or anything approaching that desideratum, and naturally never will. There are many makes of dry batteries on the market that are reliable and warranted to do much that is claimed for them, but even the best of men go wrong at times, and likewise the very best of batteries will sometimes disappoint. Nor, as is well known, is time alone the greatest factor in their demise. A set of cells that has already done duty on the road for a considerable time will frequently be better than one that has simply stood around for a month or two unused. The average motorcycle does not, of course, offer opportunity to carry a spare set in a convenient manner, if at all, and unless the latter can be so installed as to be switched on or off, they are useless, as they will depreciate as fast simply standing as if in use. Evaporation is, of course, the thing most to be guarded against, as when the cell really becomes dry through and through it is done for.

This anent the use of a pocket ammeter or voltmeter to test the batteries in order to arrive at a knowledge of their condition, and it may be added that it is a wise precaution that will save considerable annoyance if observed before going for a trip of any distance or even an afternoon spin, as short of refusing to work properly, there is never any external indication of the battery's condition. At the start it may function as if still good for many miles. But an ammeter is not of much value except in the hands of a rider who knows how to use it. As the names indicate, the ammeter and voltmeter differ radically; the first is to test the amount of current available, and should accordingly always be used for ascertaining the condition of dry cells, as the voltage of such cells remains practically constant, frequently even after they are entirely exhausted. The voltmeter, on the other hand, is employed to indicate the pressure of potential at which the current is delivered, and as this varies in an accumulator, according to the amount of charge remaining in the cells, it is always used in connection with the latter.

As the ammeter is to indicate the amount of current—in other words, quantity—and the extent of the latter that will pass through a given circuit is entirely dependent upon the resistance of the latter, this is very low indeed in such an instrument, seldom exceeding but a small fraction of an ohm. Consequently the ammeter must never be allowed to stay in the circuit except momentarily, and it must, moreover, be so placed in the circuit for a test that all the current flows

through it; that is, in series. This is probably one of the least understood requisites of the use of the instrument on the part of the average motorcyclist whose education has not extended to matters electrical.

If the binding posts of the battery be in any way accessible, the test should be made directly on these. The moment the circuit is complete, the hand of the instrument should fly around the scale, and if it be of the "dead beat" type, instantly come to rest upon the figure indicating the number of amperes in the cells, when it should be quickly withdrawn.

If not of this class, the hand will continue to oscillate back and forth over the point at which it will finally come to rest before settling down, and any breaking of the connections will cause it to continue to wiggle indefinitely. It should not be held in circuit any longer than sufficient to allow it to come to rest. Nor should it, on the other hand, be withdrawn before it has indicated with some degree of certainty at least about where it would finally stop, as even with but a slight amount of current remaining in the battery, the hand of the ammeter will leap forward half way round the scale when the circuit is first made, and it is only by allowing it to come almost to rest in this type of instrument that anything like an approximate idea can be obtained of what the battery is still good for. When the indication does not exceed four amperes, it is quite time for new cells, and a battery testing not more than six or eight amperes would show that its life had ebbed to a considerable degree, and that it would not stand a great deal more. When only testing to four amperes, it will require the most favorable conditions throughout to have the battery work at all, and any shortcomings in the remainder of the ignition system will doubtless render a set of cells that have reached this low point absolutely useless.

In the case of a system using a vibrator coil, they may be used for a short time longer by adjusting the vibrator to compensate for the weakened current, but the spark will be weak, and at the best will "lack fire." If in a test such as that outlined, the coil has to be included in the circuit owing to inconvenience in reaching the battery direct, the actual capacity of the battery will be a fraction of an ampere more than the reading, owing to the extra resistance in the circuit. If as accurate a reading as the ammeter is capable of be desired, it will be necessary to make the test by applying the terminals of the instrument directly to those of the battery, but as the resistance of the primary winding of the coil is very low, its effect on the result will usually be a negligible quantity. The condition of the battery just before the test has been made must also be taken into consideration in order to be certain of the result, as, if tested just after continuous running and before it has had time to recuperate, the reading will naturally be lower than if taken under more favorable circumstances.

Coming to the voltmeter, the pocket type of this instrument is most useful for testing accumulators, a source of electrical energy that can hardly be said to be popular on the motorcycle in this country, but one which is used by a number of motorcyclists through personal preference. The voltmeter differs from the ammeter materially in that it is provided with a very high resistance, and as it is only intended to record the voltage or pressure of the current, it is not necessary that the entire current be passed through it to ascertain this. It is accordingly connected in shunt or across the circuit, and owing to its high resistance, only allows sufficient current to pass to actuate the needle. To test the accumulators on a motorcycle, it is in consequence only necessary to place the terminals of the instrument in the circuit at any place where both sides of it may be conveniently reached, as, for instance, by touching the binding post of the timer with one and the cylinder or frame with the other, when the timer is in such a position that current is passing. But never attempt to put an ammeter on an accumulator in the manner outlined for testing dry batteries with this instrument, as the result would most likely be the ruin of both the battery and the ammeter also, as the entire charge of the accumulator would instantly rush through the dead short circuit thus created for it.

Canadian Complaint Against Accumulators.

"Can you tell me why the English makers keep to accumulators?" plaintively asks a Canadian of an over-the-water contemporary. And then continuing: "There must be something different in the climate or their method of charging. I have just taken an accumulator out of an English-made machine, which should have lasted thirty hours. As a matter of fact, it ran only fifty miles. I had it charged in Toronto at the School of Science, where they have every facility, but it would go no more than fifty miles. I have a Yankee motor that has run 3,000 miles on four Columbia dry cells, and is running yet. I shall certainly discard the accumulator."

It would naturally be neither just nor conclusive to judge accumulators generally by this or any other specific examples, which in general only demonstrate the capacity or lack of it of the particular cells in question, but it would appear from this and numerous other complaints that continually appear that the American motorcyclist has wisely refrained from discarding a thing he understands for something he is ignorant of, and which in the bargain does not hold forth any overwhelming advantages, and is much more expensive.

Waltham Motorcyclists Adopt a Uniform.

The newly organized Waltham Auto-cycle Club, Waltham, Mass., has chosen these officers: President, W. Estes; secretary, C. Hernandez; treasurer, Adam McKelvy; assistant secretary, F. R. Dickinson; captain, W. R. Stewart. A uniform of khaki, with black leggings and gloves, has been adopted.

Nearing the End of "The Climb to the Clouds."



Just what part motorcycles will play in "the climb to the clouds"—that is, up Mount Washington, N. H.—will not be known until the entries close next week. There are two classes for the little machines in the long

programme, which extends from July 15 to 20, and for the first time the F. A. M.'s new rule requiring that riders weigh not less than 120 pounds will apply and assure that no small boy will ride to victory. Last year's

event was won by Arthur Batchelder, on a Metz. The illustration shows him nearing the end of the eight-mile climb and reveals the extreme ruggedness of the uphill road over which the climb is made.

177,908 Miles in 28 Years.

Among the few truly remarkable instances of fidelity to the cause of the bicycle there recently appeared in the English papers an account of a man who had ridden upward of 180,000 miles since he began to use a machine. This has called forth a statement from another veteran whose mileage comes nearly up to the same mark, but whose performance is rather more remarkable since it shows an evenness from year to year which is surprising in the extreme.

This man, Revell H. Reynolds, states that during the last twenty-eight years he has ridden a distance amounting to 177,908 miles in the aggregate, and that mostly in short distances, going to and from his business, with now and then a holiday jaunt of fifty or sixty miles. That he has always been a moderate rider is shown by his declaration, with evident pride, that in the record of each year's riding he finds at least one trip of 100 miles. He also says that not a single one of the many miles was made for the sake of the record. About 65,000 miles were made on an old high wheel and some 600 on a motorcycle. The remainder of the distance has been covered on a safety. The complete rec-

ord, which is appended, is well worth inspecting:

Year.	Miles.	Year.	Miles.	Year.	Miles.
1877.....	3,069	1887.....	4,261	1897.....	6,676
1878.....	5,190	1888.....	4,858	1898.....	6,978
1879.....	6,061	1889.....	6,423	1899.....	7,035
1880.....	6,578	1890.....	7,173	1900.....	7,322
1881.....	8,605	1891.....	7,765	1901.....	6,403
1882.....	8,701	1892.....	5,307	1902.....	6,983
1883.....	8,350	1893.....	6,802	1903.....	6,307
1884.....	7,096	1894.....	5,641	1904.....	6,248
1885.....	4,851	1895.....	4,414	1905.....	2,273
1886.....	5,028	1896.....	5,470	to date	

Total 177,908

Sarcastic Advice to Motorcyclists.

Here are a few scintillating bits of counsel to the rider of the motorcycle, excerpted from a page of others, supposedly funny or sarcastic, in the Irish Cyclist, but at which even a son of the old sod would strike a grin. Those appended might be taken to heart by many here with advantage both to themselves and others:

"Washing your face only makes you look respectable—be warned in time."

"Don't mind how hideous your clothes and mask may be. 'A man's a man for a' that.'"

"Put plenty of oil into the cylinder. The smoke and smell help to make your society congenial."

"Don't use an exhaust box. How would the public know you were coming?"

Police Unearth Bicycle Thieves.

Thefts of bicycles have been so frequent in St. Louis that the police of that city found cause for activity, which has resulted in arrests that led to belief in the existence of an organized gang of bicycle thieves. Charles Sanford, a painter, twenty-three years old; Theodore Kennard, Sanford's cousin, aged seventeen, and a boy named William Bracken are in custody, and the police are after another person who escaped from them by jumping from a second story window. Bracken was arrested several days before the others, and the police "sweated" information out of him which led to the other arrests. Through the prisoners five bicycles were recovered from a second hand store and nine others were accounted for. Bracken plainly implicated the other prisoners, who, on their part, denied having stolen the bicycles, claiming to have bought them for small sums. The police have been searching the pawnshops, and have secured descriptions of young men who have sold bicycles for sums varying from \$2 to \$8.

"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York. ***

LAWSON THE LION

Champion Going "Great Guns" at Salt Lake—Breaks Another World's Record

Iver Lawson again hammered the record table at the new Salt Lake saucer Tuesday night, 20th ult., before the largest crowd that had ever gathered at the Salt Palace. Since working into form after his long sea trip from Australia, the champion has been going "great guns," and two weeks ago reduced the record for two miles in competition of 3:54 4-5, made by Samuelson in 1904, by one second. Tuesday night Lawson put another crimp in the record, covering the distance in 3:49 3-5.

More especially was the race remarkable because the "flying Swede" was riding alone and on a bicycle not his own. All the other professionals were out to beat him, and the champion was forced to ride against heavy odds. It was in the two-mile open lap race that the thrill occurred. Just before the race Lawson announced that he could not enter because of a punctured tire. The officials refused to allow his withdrawal on this account, and Lawson was forced to straddle a wheel that he had never been on before. There was a lot of good-natured chaffing by the spectators that Lawson was afraid of defeat and the like. The champion answered never a word, but strapped his feet to the pedals, gritted his teeth and gave the signal to go.

From the start the riders set up a terrific pace, Samuelson taking the lead at the start, followed by Norman C. Hopper, with whom he had elected to team. Then came E. C. Hollister, who was pulling Hardy Downing. The champion trailed along last. This was the position of the riders at the end of the first mile, when Lawson worked up to fourth place. To the spectators he appeared to be straining every ounce of speed left in him, and the "fans" thought the pace was too fast for him. Round and round the riders circled the hollow bowl at a dizzy pace, and the gong rang out the bell lap.

Lawson tried to work his way through the bunch, but it looked as though he was cleverly pocketed. Not to be denied, the champion raced high on the outside, and then unwound a long sprint that sent him past the leaders like a flash and across the tape well ahead. It was a spurt that will stand well in the annals of bicycle racing, and Lawson received an ovation such as has never before been accorded to any rider. Hopper, the little Minneapolis sprinter, crossed the tape second, with Hollister and Samuelson, respectively, third and fourth. The time, as mentioned above, was 3:49 3-5, a new world's record.

James Bowler, the Chicagoan, made a "hit" with the spectators by jumping into the lead of the half-mile open, and maintained this position until the finish. Saxon Williams

was second, with Hardy Downing third. Time, 1:01.

The final of the one mile amateur handicap was a pretty race on Holliday's part, that riding sprinting up from behind and nosing out Castro and Hume at the tape. Castro was second and Hume third. Time, 2:00 2-5.

In the two mile open lap race for amateurs, Holliday did the "donkey work" and placed ten laps to his credit. McCormack won by inches from Wilcox, and Iver Redman followed close behind. The time was 6:22 3-5.

The five mile open motorcycle race brought out three starters, E. B. Heagren, T. M. Samuelson, and E. E. Smith, the men finishing in the order named. Heagren set a warm clip from the first, and covered the five miles in the fast time of 6:19 3-5. Between waits Budd Gray treated the spectators to an exhibition of remarkable trick riding. Summaries:

One mile, amateur.—First heat—S. E. Ellswood, first; Fred Samuelson, second; Fred Castro, third; I. H. Mills, fourth; J. H. Tate, fifth; time, 2:04 2-5. Second heat—J. E. Holliday, first; J. B. Hume, second; C. Marty, third; Iver Redman, fourth; T. D. Morgan, fifth; time, 2:06 2-5. Final heat—Holliday, first; Castro, second; Hume, third; time, 2:00 2-5.

Two mile open, professional.—Iver Lawson, first; Norman C. Hopper, second; C. L. Hollister, third; W. E. Samuelson, fourth. Time, 3:49 3-5, breaking world's record of 3:53 4-5. Lap prize winners—Samuelson, 4; Burris, 6; Emil Agraz, 2; J. E. Achorn, 1; J. H. Leyland, 2.

Half-mile consolation, professional.—James Bowler, first; Saxon Williams, second; Hardy Downing, third. Time, 1:01.

Three mile open, amateur.—J. McCormack, first; S. H. Wilcox, second; C. P. Redman, third; J. B. Hume, fourth. Time, 6:22 3-5. Lap prize winners—Holliday, 10; G. L. Lindgren, 5; J. H. Tate, 3; S. H. Wilcox, 2; I. H. Mills, 2; T. D. Morgan, 1.

Five mile, motorcycles.—E. B. Heagren, first; T. M. Samuelson, second; E. E. Smith, third. Time, 6:19 3-5.

Three thousand persons watched a good card of races with snappy finishes at the Salt Lake (Utah) saucer Friday night, June 23, and while no record were broken, several came near suffering that fate.

Since Iver Lawson rode his great race a few nights ago, there has been none of that commiserating tone of "Poor Lawson. He's gone back, like they all do!" But, on the contrary, the remarks have been that Lawson is a far better Lawson than ever before. He has again become the idol of the "fans." The champion did not disappoint "fans" at Friday's meet, and won the three-mile lap race in a sensational manner.

Lawson's riding was the feature of the meet, and brought round and round of applause from the benches. From the crack of

the gun the champion tacked on behind Samuelson, and never let go until the time came to jump for the gruelling dash for the tape, making the Provo sprinter pull him all the way.

There was considerable teaming in this race, at least five riders being arrayed against Lawson and Samuelson, but it failed to offset the clever riding of these two men. Samuelson and Lawson were not teamed, and the former tried every trick he knew to shake the Swede, but no matter where he went, up the bank, down on the pole, sprints and all other tricks known to the "pros," Lawson was right at his rear wheel with the tenacity of a bull pup after a bone, and when the crucial point came the champion was equal to the occasion and sprinted over the tape a few inches ahead. Iver Redman was third, and C. L. Hollister fourth. Time, 6:18.

The quarter-mile dash for the "simon pures" resulted in some good sprinting, and in the first and second heats the time—30 seconds—was only two seconds more than the record. C. Marty, I. H. Mills, S. E. Ellswood, S. H. Wilcox, Harry Weiser, C. P. Redman, Fred Castro, Fred Samuelson and J. B. Hume qualified for the final heat. Castro finished first, Marty second and Wilcox third. Time, 0:31.

The spectators witnessed an event not down on the card, in what was scheduled to be a five mile motorcycle race between E. B. Heagren and E. E. Smith. The men got off well, and had reeled off a mile when Smith's motor went wrong. After fixing it up the man started off again, and was just letting his motor out to catch Samuelson, when the front forks broke, and he plunged headlong to the boards. His escape was miraculous, and beyond being stunned suffered no injury. Heagren then rode a mile exhibition in 1:15.

W. E. Samuelson won both heats in his mile match with James Bowler, "Jack" Burris setting pace. In the first heat Bowler secured the lead and held it until the bell lap, when Samuelson made a pretty dash to the tape and flashed over it half a length ahead. Bowler rode even a better race in the other heat, and was beaten at the tape by only a few inches. The first mile was covered in 2:11, and the second in 2:02 3-5.

The unlimited three-cornered pursuit race between J. B. Hume, S. H. Wilcox and J. H. Tate was productive of good sport. Hume passed Tate at the mile post, and sprinting ahead, caught Wilcox at 2 miles 3 laps 10 yards. Time, 5:32 3-5. Summaries:

Quarter-mile open, amateur.—First heat—Marty, first; Mills, second; Ellswood, third; time, 0:30. Second heat—Hume, first; E. Samuelson, second; Castro, third; time, 0:30. Third heat—Wilcox, first; Weiser, second; C. P. Redman, third; time, 0:31. Final heat—Castro, first; Marty, second; Wilcox, third; time, 0:31.

One mile match, between W. E. Samuelson and James Bowler.—First heat—Won by Samuelson; time, 2:11. Second heat—Won by Samuelson; time, 2:02 3-5.

Three mile open lap, professional.—Iver Lawson, first; W. E. Samuelson, second; Iver Redman, third; C. L. Hollister, fourth; time, 6:18. Lap prize winners—Burris, 9; Williams, 4; Agraz, 3; Samuelson, 2; Leyland, 2; Achorn, 2; Hollister, 1.

Unlimited pursuit race, amateur.—J. B. Hume, first; S. H. Wilcox, second; J. H. Tate, third. Distance, 2 miles 8 laps 10 yards. Time, 5:32 3-5.

One mile motorcycle exhibition.—E. B. Heagren. Time, 1:15.

SINS OF THE CYCLOMETER

How It Tells Its Story and Why at Times Its Tale Deceives.

How many bicycle riders have ever felt a surging ambition to see the wheels go round in a cyclometer, and how many would be really competent to explain the workings of the mysterious "innards" of these little instruments if suddenly called upon to do so? That the number is small almost goes without saying. It is a matter that does not cause the average rider any undue anxiety; only when he discovers, after reeling off many miles that should have been clicked up to his credit, that he forgot to tighten up the striker sufficiently to keep it in place is he apt to give vent to his feelings on the subject.

That the instrument is not a self-explanatory contrivance is well evidenced by the complaint of a rider in the early days, who having become possessed of one of those cumbrous Waterbury watchlike affairs of a pioneer type, made it fast to the handlebar of his machine and wondered at its failure to work. Probably very few, indeed, who have since bought cyclometers of whatever type have had any ambition to see the wheels go round, taking the workings of the mysterious little counter absolutely on faith and seldom giving a hang whether it added the miles up incorrectly or subtracted a few now and then. But, strange to say, unless it becomes deranged, it never subtracts; its sin is always that of addition, and a short explanation of its working and the conditions that govern its accuracy will suffice to show why this is so.

Take one of the flat, watchlike type that succeeded the first heavy affairs, and on its face it has four openings, through which figures show. These are units, tens, hundreds and thousands, and the maximum recording capacity of one of these instruments would accordingly be 9,999 and a mile for the fractional register, making an even 10,000 miles and repeat. A scale will be found extending around the entire circumference of the instrument, and a small pointer circumnavigates this once for every mile, showing at any point in its progress the portion of a mile travelled down to hundredths.

Now, take off the dial, or face, and expose the "innards," a sight of which is usually a surprise for the novice, as he anticipated considerable complication in place of the evident simplicity revealed. The further working of its mechanism is merely a matter of arithmetic. Starting with the business end, it will be noted that the spider, or part which actuates the gear wheels shown, has five arms; that the button which kicks these arms as it passes by on the spoke of the wheel to which it is attached causes the spider to move exactly one arm, or one-fifth

No Baby Carriage for this Brooklynite.

One of the star sights of the City of Churches and baby carriages that supports the far end of the Brooklyn Bridge is that here pictured. The proud citizen who is not only doing his best to rout the race suicide theory, but is likewise fond of taking his entire family for a spin behind or rather at the side of an Indian motorcycle, is William Freeman, likewise of Brooklyn.

The side carriage attachment shown was built to order by F. A. Baker & Co., and is of unusual width, as will be apparent by considering its capacity. It is shown, minus its occupants, in the upper picture.



of a revolution for every time it strikes. This motion is transmitted directly to an internally toothed wheel, which, as already mentioned, extends around the entire circumference of the instrument. For every revolution of the latter the first, or units, figures on the extreme right hand gear wheel are pushed one notch ahead. For instance, in recording the first mile from zero, the large wheel on completing its round engages the first small toothed wheel and the figure one appears in the opening. The operation continues to repeat itself until the tenth mile is reached, when the units counter returns to zero and advances the tens counter one notch. When the latter has made nine rounds and is about to complete the tenth and return to zero, it gives its next higher neighbor a lift of one notch, and the reading becomes an even hundred, and so on up to the capacity of the instrument its working is merely a progressive counting. The large wheel first mentioned will be found to have 144 teeth. As there are but five arms on the spider, multiplying this number by the number of teeth in the large wheel will give the number of revolutions the spider must make in covering a mile, or 720. Dividing the mile, or 5,280 feet, by the latter figure gives as a result 7 1/3 feet, or 88 inches, which represents the outer circumference of the bicycle wheel. Again dividing this by 3.1416, the

proportion which the diameter of a circle bears to its circumference, the result is 28.011 inches, and the wheel must have that diameter in order that the cyclometer do its work accurately. In other words, it is calculated to be attached to the standard 28-inch wheel.

The manufacturer must know the effective diameter of the wheel in order to make the instrument record accurately, and it is on this that the size and number of teeth of the various wheels are based. But this effective diameter, as it is always the extreme external diameter of the wheel, must vary according to the degree of inflation of the tire and the weight of the rider, and, moreover, will seldom be found to exceed 27.5 inches. Thus the cyclometer will record 28,011 miles for every 27,500 miles travelled, or 101.86 miles for every 100 miles covered. If ridden with tires quite soft, giving an effective diameter of not more than 27 inches, the error in favor of the rider will amount to approximately 3 3/4 per cent, or three and three-quarter miles in every hundred. The cyclometer is accurate, but the varying conditions under which it is operated compel it to falsify. It will thus be evident that a well inflated tire is a prerequisite to an authentic mileage record, even with a seven jewelled, ball bearing, gold plated instrument that costs as much as a good timepiece.

BRITONS HAVE A BUGABOO

How Side Slip Haunts Them—Results of Official Test of Non-Skidding Devices.

There must be something in the climate or in the make-up of the average Briton that not only causes his knowledge box to generate peculiar ideas, but likewise to cling to them most tenaciously, even after the remainder of the world has become tired of laughing at them. Almost from the very inception of the bicycle the bugaboo of side slip took on form, and it has grown and waxed fat ever since.

The disease, for it must be put down as such, rages more virulently now than ever before in the history of its course, for it has been taken up by the automobiling fraternity with such a will that its demise seems a long way off. Both the English cyclist and the English motorist think side slip or "skidding," talk of it, dream of it, write voluminous letters to the press of it, and every now and again let off their surplus energy in this direction by holding official side slip trials for both bicycles and automobiles, and then lapse back into writing to the press about it. There is mighty little difference in the modern bicycle, regardless of where it had its origin, and roads are good, bad and indifferent in all countries, so that it can hardly be said that opportunities for slipping under practically identical conditions existing in England are at all lacking, if the rider be so disposed. But, curiously enough, the side slipping bug has never been inoculated into any but the Englishman, and doubtless his reason for holding on to it rests in the pride of originality and exclusive possession. Certain it is that the subject has never come in for the slightest degree of attention in this country, as it has been realized at the outset that encumbering the pneumatic tire with the so-called anti-skidding devices immediately destroyed its value as such.

The latest official trials of this kind were recently carried out by the Cyclists' Touring Club. There were thirty-three entries, and thirty-one starters, one of the absentees unfortunately representing the only motor bicycle to figure in the list. The tests were constituted primarily to decide to whom \$2,000 in prizes should be awarded for the most meritorious non-slipping devices. This is what one of the critics says of them:

"It must be confessed that the trials have failed to bring to light anything which can be called radically new. They have rather served to emphasize certain facts that were pretty well known already. For example, it was evident that a great deal depended upon the riders themselves. It was wonderful to see the perversity many displayed in failing to follow the quite simple directions as to the course to be followed—or rather attempted—over the grease. Some, too, lacked skill in their steering, and so let themselves in for much sharper turns than those set out by the

judges, though these were by no means easy. In most cases the riders were full of pluck, however. It was comical in the extreme to hear the officials politely inquire of competitors who were just being wiped down after a violent fall if they would like to try again. It says much for the British character that in most cases the reply was a ready affirmative. We only noticed one rider who wanted confidence in his fitment; he had no slip, and would have shown up much better if he could have screwed up his courage to a faster pace. Other candidates jeopardized their chances by fitting their device to only one wheel. In almost every instance the plain wheel, whether back or front, shot out sideways at the first curve.

"Again, the most successful non-slippers were those having points that were hard,

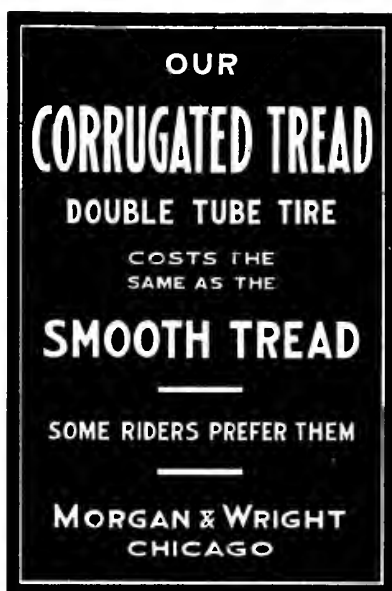
the front wheel skidded and descended, the rollers were lifted, and so became useless. The best of these was doubtless the Clissold "Ever-upright." The inverted T frame was strong and of good width, and was set between the road wheels. It did not prevent side-slip, but it did save the rider from falling. The effect was distinctly amusing. As the rider took the curve, the back wheel slewed round sideways and ceased to drive, so that the rider was brought up standing facing the judges. The rider's surprised expression added to the general hilarity. Another device that was successful from the non-slipping point of view, but of very doubtful utility to the motorcyclist, was the "Syrinx" spring type, which was constructed of a series of inverted conical spirals fixed radially to the rim. The wire penetrated the grease all right, and gave a secure hold, but it would be a very dead tire to drive, not to mention other probable objections.

"A more hopeful device was the 'Sayner' chain. This was made of steel wire, having links about one inch wide and an inch and a half long. The chain was put on while the tire was slack, and was secured by re-inflation. This method of attachment would seem to be open to improvement, as one of the chains came off during the trial, and where the metal touched the rubber trouble would probably ensue. However, the machine fitted showed no disposition to slip, the hooks by which each link was connected to the next forming projections which took a hold on the hard surface under the mud.

"A tread having innumerable fine wires showing through it—like the Wilkinson—also proved very effective. So did the modified form of Grose band. The leather strip was only as wide as the tread of the tire to which it was vulcanized, and there were two rows of steel studs with rounded heads. There were nearly twice as many devices entered for the competition as took part in these trials, and among them were some truly startling imaginations. It was unfortunate that an opportunity could not have been given of putting them through their paces.

"Nearly all the eight that survived the morning and took part in the afternoon performances on the 13th inst., are to be subjected to an endurance test on the road. They were: No. 1, the Clarkson (metal studs riveted at intervals along the edges of the tread of the back tire); No. 7, the Sayner chain; No. 11, the Syriux wire spirals tire; No. 13, the Beasley (transverse metal bands carrying studs at the edges of the tread); No. 17, the Bullard, Wilderspin, and Adams (stout ribs of rubber arranged longitudinally and diagonally along the tread of the tire); No. 19, the Kirkland (multiple wire points in tread); No. 23, the Grose studded leather band, and No. 30, the Wilton-Cox (studs on transverse bands)."

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long, and sharp enough to penetrate the grease and engage with the hard cement underneath. Ordinary non-slipping treads were quite useless, and metal studs were far more effective than rubber ones. Whatever the "penetrators" consisted of, it was obvious that there must be at least one in action at a time. Widely separated gaiters carrying longitudinal ribs were successful while there was a rib in contact with the ground, but the wheels slipped badly at the intervals. Gaiters and rim brakes are incompatible, of course. Entire or continuous straight ribs were not very successful; twin tires were even less so. The latter may be good for carrying big weights, and also for preventing side-slip where both are always in hard contact with the road, as on a motor 'bus.

"Several lateral roller arrangements were shown. The rollers were carried on frames, which could be raised and lowered at will. One or two of these failed rather unexpectedly, but the reason appeared to be due to the rollers being set behind the point where the back wheel touched the ground, so that when

HOW LAWSON WAS BEATEN

**Team Work Defeats Champion at Ogden—
Races Growing In Popularity.**

Several thousand spectators—in fact, the largest crowd that has yet attended any of the Ogden, Utah, meets—saw W. M. Samuelson, the favorite Salt Lake rider, sprint to victory in the two professional events at the new saucer on Thursday night, 22d inst.

The race that caused some surprise, although the result was quite to the liking of the Mormon's friends, was the quarter-mile dash for the "money" men. Iver Lawson has worked into fine shape, and the "fans" fully expected to see him lead the bunch across the tape. But it was not so ordained. Lawson, Samuelson, Downey and Smith were the factors in the race, and the end of the first lap saw the champion leading. Then Samuelson got into the running and succeeded in working his way to the front, followed by Hardy Downing. In the sprint for the tape Lawson was forced to take the outside, and Samuelson sprinted across first. Lawson worked hard to squeeze into second place, but was beaten out by Downing. Smith finished fourth. The time, 0:29 2-5, was fast, and was announced as a "new" State record.

Samuelson also finished first in the two-mile lap race, and the clever team work of Hollister and Redman forced the champion to be content with third place, Hollister finishing second. Hardy Downing crossed fourth. J. P. Gunn did the "donkey work" and placed seven laps to his credit, while Emil Agraz led the bunch for three laps. The time was 4:06 2-5.

The five-mile open motorcycle race was a thriller, and caused cold chills to chase each other up and down the spinal columns of the spectators, as the machines "chugged" around the wooden bowl at express train speed. The finish was close, Smith beating out Heagren at the tape by only a few feet. Samuelson finished third. Time, 6:41.

Manager Harry Heagren sprang a new event on Ogden racegoers on Thursday night with an unlimited pursuit race for amateurs. It was so well received that hereafter amateur pursuit races will be a fixture on the Ogden saucer. Thursday night's event was a three-cornered affair between S. H. Wilcox, J. B. Hume and Fred Samuelson. The race was a "cracker." Wilcox overhauled Samuelson just before the second mile post, and then sprinted for two and one-half laps until he caught Hume. The time was 2:21 1-5.

Hume crossed the line ahead in the half-mile amateur with a safe margin. Wilcox and Castro sprinted it out for second place, the former leading at the tape by a few inches. Ellswood was third. Time, 1:02 1-5. Summaries:

Half-mile open, amateur—J. Hume, first; Wilcox, second; Castro, third; Ellswood, fourth. Time, 1:02 1-5.

Quarter-mile open, professional—W. E. Samuelson, first; Hardy Downing, second; Iver Lawson, third; E. E. Smith, fourth. Time, 0:29 2-5.

Unlimited pursuit, amateur—Wilcox, first; Hume, second; E. Samuelson, third. Time, 2:21 1-5. Distance, 2 miles 2½ laps.

Two miles, professional—W. E. Samuelson, first; E. C. Hollister, second; Iver Lawson, third; Hardy Downing, fourth. Time, 4:06 2-5. Lap prizes—Gunn, 7; Agraz, 3; Heagren, 2; Williams, Hollister and Redman, 1 each.

Five miles open, motorcycles—Smith, first; Heagren, second; Samuelson, third. Time, 6:41.

Moran First at Revere Beach.

James F. Moran, the Chelsea milkman, finished first in the 25-mile motor-paced handicap race at Revere Beach track, Boston, Mass., last Saturday night, 24th ult., riding the distance in the remarkable time of 25 minutes 38 seconds; at least that is the time given by a Boston paper. It is hardly probable, however, as this is three minutes below the record. Anyway, Moran won. The Chelsea man gave Louis Mettling, of Jamaica Plains, one lap, and Samuel Sulkins, of Boston, four laps.

Moran lapped Sulkins in the first mile, and after that both the Chelsea man and Mettling rode rings around him. Moran gained the lap on Mettling, but after that the Jamaica Plains rider kept Moran's rear wheel in sight until the finish. Moran crossed first by three-quarters of a lap, with Mettling second.

Two amateur events were also run off. Matt Downey finished first in the one mile open, with J. J. McKinnon a close second. C. Connolly was third. Time, 2:02 4-5.

Sixteen riders lined up for the ten mile open. Downey played the "waiting game" again, and sprinted to the front in the last lap. J. J. McKinnon finished second, and C. Connolly third. Time, 25:36. Summaries:

Twenty-five mile motor-paced, handicap.—James F. Moran (scratch), first; Louis Mettling (1 lap), second; Samuel Sulkins (4 laps), third. Time (as given), 25:38.

One mile open, amateur.—Matt Downey, first; J. J. McKinnon, second; C. Connolly, third. Time, 2:02 4-5.

Ten mile open, amateur.—Matt Downey, first; J. J. McKinnon, second; C. Connolly, third. Time, 10:36.

Elmira Elks had a Race.

A one mile bicycle race was a feature of the Elks' field day at Elmira, N. Y., Tuesday, 28th ult. Harry Rowe, of Corning, was the first rider to push his wheel across the tape. Arnold Graner, of Elmira, finished second, and James Morgan, of the same town, was third. The time was 3 minutes 3 seconds.

Goerke Wins by a Sprint.

Oscar Goerke, by a beautiful sprint at the tape, finished first in the two-mile road race, which formed a feature of the games of the National Athletic Club, at Brooklyn, last Saturday, 24th ult. Fred T. Wanner was a close second, and Gus Perden crossed third. The time was 5:06.

GOOD GOING AT DENVER

**Unlimited Pursuit Race Creates Enthusiasm
—Some Very Close Finishes.**

An unlimited pursuit race between Spearman, of Australia, and Cline, of Denver, was the feature of the meet at the Denver (Col.) saucer on Saturday night, 24th inst. Good going characterized all the events with the exception of the one-mile for professionals. Only a fair sized crowd greeted the riders, as the meet had been announced only the day before.

The pursuit race was a pretty contest, and drew round after round of applause. At the start Cline began to grind out a steady clip, while the Australian reeled off a series of spasmodic spurts. The latter gained a little on the Denver man in the first mile, but Spearman's sprinting tactics had evidently worn him out, and at the end of two miles Cline had nearly overhauled Spearman. The Australian at this juncture recovered his wind and speed and unwound a long sprint that brought the spectators to their feet. Cline bravely tried to keep up the pace, but in the last lap of the fourth mile Spearman caught and passed his opponent. The time was 10:04.

Starbird crossed the tape first in the one-mile open amateur after a pretty sprint with Cline in the bell lap. Warneke finished third. Time, 2:17 2-5. In another one-mile race J. G. Beard was the first to shove his wheel over the tape, closely followed by H. Warneke. The best the imported rider, Spearman, of Australia, could do was to ride in third. Time, 2:10.

W. L. Miller gave E. W. Smith a hard tussle for first place in the quarter-mile professional. The riders were neck and neck as they entered the stretch, and it looked like a dead heat, but Smith had the pole, and succeeded in pushing his wheel across the tape a few inches ahead of his opponent's. Raymond Stites was third. Time, 0:33 1-5. Only two riders lined up for the one-mile. E. W. Smith had a walkover, the other man failing to finish. His time was 2:26 3-5.

G. R. Boyd rode a fast five miles behind motor pace, reeling it off in 7:41. E. F. Smith gave a mile exhibition behind the machine in 1:41 1-5. Summaries:

One-mile, amateur—Starbird, first; Cline, second; Warneke, third. Time, 2:17 2-5.

Quarter-mile, professional—E. W. Smith, first; W. L. Miller, second; Raymond Stites, third. Time, 0:33 1-5.

One-mile, amateur—J. Beard, first; H. Warneke, second; Spearman, third. Time, 2:10.

Unlimited pursuit race between Cline and Spearman—Won by Spearman. Distance, 4 miles; time, 10:04.

Five-mile exhibition, motor paced—G. R. Boyd. Time, 7:41.

One-mile exhibition, motor paced—E. W. Smith. Time, 1:41 1-5.

One-mile motorcycle exhibition—G. R. Boyd, Time, 1:13 4-5.

One-mile, professional—E. W. Smith, first. Time, 2:26 3-5. Other rider failed to finish.

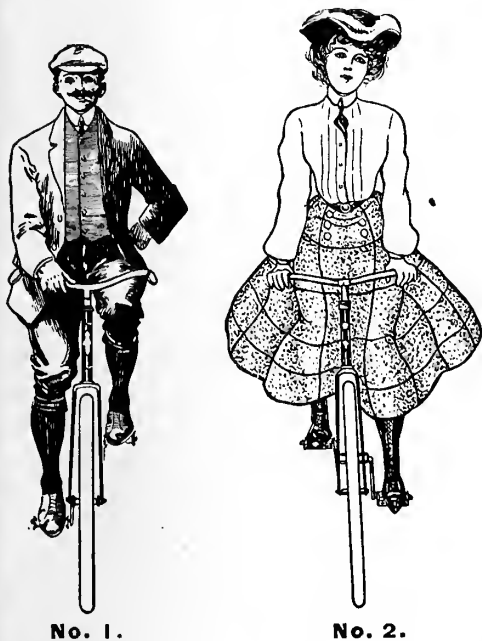
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Motorcycle Newsboys London's Terror.

London has a new nuisance in the shape of the newspaper delivery boy who rides a motorcycle "to the common danger," as it is there expressed. These mercuries, like the American newspaper wagon in the streets of the metropolis, are said to rush along regardless of the rights of pedestrians or any other user of the road, and when they were mounted on safeties and had to depend upon their own foot power, they had a bad reputation for speeding crowded thoroughfares, but now that they are equipped with more power, they are said to have developed into terrors.

The popular method of apprehending these offenders is not to arrest them on the spot by taking them in the very act. The London bobby does not even leave his post. He simply notes the license number of the fleeting motorcycle in his notebook, and a day or two later its owner is "summoned" to appear in court upon a certain day and show cause why he should not be adjudged guilty of having ridden to the common danger and accordingly be mulcted according to the magistrate's view of the heinousness of his offense. A boy who had been haled before the court by the usual summons objected to having his case adjourned for the remarkable reason that he had at least one summons for a similar offense to attend to in each of the following three weeks. He was said to have been an old offender, even as a sprinter, in view of which the \$10 fine imposed was not a heavy penalty.

Bicycle Beat the Bear.

Up in Sullivan County, N. Y., they are having a time with bears this summer, and the life of the summer visitor is far from tedious in consequence of the excitement which this causes. The other day a "barr" chased George Raymond, of Hurleyville, as he was riding his bicycle through the woods not far from the village. He came upon the animal as he was riding along a rough woods road, and it was with difficulty that he escaped from it on account of the bad ground he had to cover. George did his level best, however, and as soon as the open had been reached, the bear gave up the chase. Here was a blending of the old and new, not often to be met with.

Why this Cyclist is a Scorchers.

One of the first sights to arrest the attention of the newly arrived visitor to Buenos Ayres, the metropolis of South America, is a bicyclist in an odd uniform, scorching along at top speed with but one hand on the handle bars, while with the other he is holding an eight-keyed bugle on which he gives long blasts in different keys as he travels along. He is usually followed by the customary string of small boys that is to be seen in every city in the world on similar occasions, for he is the official announcer of the fire apparatus and his purpose is to clear traffic out of the way.

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WANTS AND FOR SALE.

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INDIAN Motorcycles, grip controls, compensating sprockets. \$125, \$140, \$150; 1904 Rambler, new, spring fork. \$175; Mitchell, 4 h. p., \$90. Batteries and parts for Indian, Rambler, Warwick Motorcycles. We make a specialty of rebushing engines and reboring cylinders. F. A. BAKER & CO., 1080-82 Bedford Ave., Brooklyn; 20 Warren St., New York.

FOR SALE—One 1902 Marsh motorcycle, only been run about 200 miles; good as new; cost \$145.00, will sell for \$125.00. For further particulars, address A. R. LEONHARDT, Box 17, Lowell, N. C.

FOR SALE—100 good second-hand ladies' frames, some prominent makes, complete with hanger, forks, head fittings and seat post; ready to set up or suitable to cut down to boys' or girls'; 75c. each for lot. WM. McDUGALD, 357 North State St., Chicago, Ill.

WANTED—Second-hand Indian Motorcycles; I also want the trade of motorcyclists everywhere for supplies, ammeters, hydrometers, stands, spark plugs, belt hooks, chain links, batteries and everything else. F. B. WIDMAYER, Motorcyclists Supply House, 2312 Broadway, New York.

FOR SALE—1905 Indian, A1 condition; 2 1-4 h. p. G & J tires, \$180. J. N., G. P. O. 37, Northampton, Mass.

WANTED—All your motorcycle repairs; we have the greatest facilities and conveniences in the city for doing them. Parts always on hand. 1904 Rambler, new, \$150. TIGER CYCLE WORKS, 782 Eighth Ave., New York.

FOR SALE—New Improved Motorcycle; a bargain; neither belt nor chain driven. J. R. S., 155 Ridgewood Ave., Brooklyn, N. Y.

FOR SALE—Indian motorcycle, grip control, spring forks, guaranteed in perfect running order; also tandem attachment, extra spark plugs and inner tube. \$125. Have a two-cylinder, so have no use for Indian. Address J. HILL, 112 E. 125th St., care Miner Drug Co., New York, for demonstration.

CATALOGUE.

Thor Motor and Parts for Motorcycle and Hubs and Parts for Bicycle on application.

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HIGH-GRADE LEADERS.

Fowler-Manson-Sherman Cycle Mfg. Co.,
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33 Murray Street, NEW YORK,
CARRY A COMPLETE STOCK OF

BICYCLES, TIRES, SUNDRIES

CAREFUL ATTENTION PAID TO
PROMPT SHIPMENT.

The Week's Patents.

790,379. Carburetter for Hydrocarbon Engines. Charles P. Mingst, Evansville, Ind. Filed February 24, 1904. Serial No. 195,083.

Claim.—1. In a carburetter, the combination with a fluid chamber and a mixing chamber contained therein, of a needle valve casing within the mixing chamber and in communication with the fluid chamber, a needle valve for said needle valve casing, a throttle valve for the air intake, which is slidable on the needle valve casing, and means for regulating the throttle valve.

790,571. Spark Plug. Gustave L. Herz, New York, N. Y. Filed July 14, 1904. Serial No. 216,514.

Claim.—1. A spark plug comprising a shell consisting of inner, intermediate and outer members, a conducting wire, a conducting wire insulator located within the shell and having a tapered joint connection therewith and means other than the conducting wire, carried by the insulator for securing said insulator to the outer member of the shell.

790,764. Starting Valve for Explosive En-

Worcester Pressed Steel Co.

Light and Heavy
Metal Stamping
and
Cold Forging.



Automobile, Bicycle and
Carriage Fittings.

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MORSE TWIN CHAIN ROLLER CHAIN



NOISELESS IN MUD, WATER OR
DUST AND ALWAYS EASY RUNNING.

The only chain having Frictionless
Rocker Joints. Insist on having the
Morse Twin Roller. Fits regular
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Special Stampings
FROM
SHEET METAL
THE CROSBY CO., - Buffalo, N. Y.

gines. Henry A. Tobey, Toledo, Ohio. Filed October 14, 1902. Serial No. 127,314.

Claim.—1. In combination with a gas engine cylinder, a single, double-faced relief valve for said cylinder having two cylinder-closing positions and a midway, open position and having a free, unresisted movement between one closing position and the open position, and yielding means to prevent the movement of the valve from the open position to the other closing position against the pressure of gas and air forced out by the starting of the engine, said means being adapted to yield to a predetermined explosive force in the cylinder, substantially as described.

790,833. Igniter Operating Device for Gas or Vapor Engines. Coleman B. Harris, Wilmington, Del. Filed January 7, 1903. Serial No. 138,141.

Claim.—1. The combination of the rocking igniter shaft of an internal combustion engine with the projecting arm of said shaft, a lever having a portion for engaging said arm, means including a reciprocating bar positively connected to the lever for rocking the same, a shiftable fulcrum for said lever and means for moving said fulcrum and the lever to cause the latter to engage with or be disengaged from the arm on the igniter shaft, with a non-moving device for adjusting the time of engagement of the lever with the arm on the igniter shaft, substantially as described.

791,192. Carburetter for Explosive-Engines. Elwood Haynes, Kokomo, Ind. Filed August 21, 1902. Serial No. 120,507.

Claim.—1. A carburetter comprising a mixing-chamber provided with a hydrocarbon-inlet passage and with an air-inlet passage, concentrically-arranged valves, one for controlling the hydrocarbon-inlet passage and the other for controlling the air-inlet passage, means for simultaneously opening or closing both valves, and means for adjusting the opening and closing positions of said valves relatively to each other.

791,801. Carburetter for Hydrocarbon Engines. Norman Leinaw, Ashbourne, Pa., assignor of one-half to Joseph B. Seaman, Philadelphia, Pa. Filed July 21, 1904. Serial No. 217,585.

Claim.—1. A carburetter having walls forming an air-passage, walls forming a liquid-fuel passage discharging in the air-passage, a pump located in the fuel-passage, and a mobile member in connection with the pump and located in the air-passage between the fuel-discharge and the discharge of the air-passage, whereby said mobile member serves to drive the pump and to assist in atomizing the fuel.

OILERS.

"PERFECT"



25c.

"GEM"



50c.

"LEADER"



10c.

"CROWN"



50c.

"STAR"



10c.

We make oilers for almost the entire trade. The quality of our oilers is unequalled.

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The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LI.

New York, U. S. A., Saturday, July 8, 1905.

No. 15

AURORA REORGANIZES

Now a \$500,000 Company with a New Set of Officers—Cause of the Change.

The expansion of their pneumatic tool business has led to an almost complete reorganization of the Aurora Automatic Machinery Co., Aurora, Ill., makers of the Thor motors and cycle parts.

A group of New York and Chicago investors has put a big block of money into the concern, increasing the capital from \$250,000 to \$500,000, and has secured sufficient stock to assure its control. F. A. Burgess, for two years secretary of the company, has stepped down and out, and, excepting Treasurer Erikson, the other officers—Alex Levedahl, president, and Simon Florsheim, vice-president—have been displaced, although they retain connection with the company. The new slate is as follows:

John P. Hopkins, president; W. O. Jacquette, first vice-president; John D. Hurley, second vice-president; A. B. Holmes, secretary; C. E. Erikson, treasurer, and Alex Levedahl, mechanical superintendent.

Board of directors—Simon Florsheim, Chicago, chairman; John P. Hopkins, Chicago; J. J. McCarthy, Chicago; James B. Brady, New York; John D. Hurley, Chicago; A. B. Holmes, Chicago; W. O. Jacquette, New York; M. S. Rosenwald, Chicago, and C. E. Erikson, Aurora, Ill.

Miller Brothers Buy Out Budd Brothers.

Budd Bros., the veteran cycle dealers in Glen Falls, N. Y., have disposed of their business to Miller Bros., who formerly were in the employ of the Budds, but who for the past few years have conducted a cycle store of their own. In addition to retailing, Budd Bros. marketed the D. & H. bicycle, the sale of which will be continued by their successors.

Workman Put in Bankruptcy.

A creditor's petition in bankruptcy has been filed against Jacob Workman, dealer in bicycles at 36 Vesey street, New York, by Louis N. Wade, \$1,200; Tillie Sieff, \$365, and Jacob Barsky, \$375. Deputy Sheriff Plunkett levied on the stock of the alleged

bankrupt on an execution in favor of Louis Sugerman for \$854. Workman had been in business in this locality since May, 1902.

Fisk's San Francisco Business.

Because he could not do justice to the increasing business in Fisk tires P. B. Bekeart, who also is in the gun trade, has relinquished the Fisk agency in both San Francisco and Los Angeles, Cal. The Fisk Rubber Co. has therefore purchased Bekeart's tire repair equipment and established a Pacific Coast branch of their own in 'Frisco, with G. E. Johnson as manager. Pending the completion of a building which is being erected for them at No. 409 Golden Gate avenue, the branch will be located at No. 146 Second street.

Plans to Increase Capital Stock.

The American Motor Company, of Brockton, Mass., makers of Marsh motorcycles, contemplates increasing its capital stock to \$500,000, one-half of which is to be common and the other half preferred. A limited amount of the stock will be placed on the market at par. The business of the company for fourteen months shows an increase of \$7,002.19 balance in its favor.

Loses \$2,000 by Fire.

Fire of mysterious origin last week caused some \$2,000 damage to the stock and fixtures of the Century Cycle Co., Bridgeport, Conn., of which William Stiff is proprietor. He carried insurance of \$4,000.

\$1,000,000 Corporation to Make Balls.

The German-American Steel Ball Co., New York City, has incorporated under New York laws with \$1,000,000 capital and these incorporators: E. E. Pettee, M. H. Wilson and Daniel Rice.

Thomas Returns to the Trade.

F. E. Thomas, the original bicycle dealer in Canyon City, Col., has re-embarked in the business at his old stand in that place. He had abandoned it for a berth in Los Angeles.

Hires Out Motorcycles.

B. A. Swenson, Providence, R. I., is about the only dealer in the East who hires out motor bicycles. He is also selling them on the installment plan.

GIRL WINS THE BICYCLE

Boys Nowhere in a Novel Pierce Contest—The Choice and Reasons.

When it comes to knowledge of bicycles, the girls—the schoolgirls—of Denver, Col., ask no odds of the boys, and are just as clever in showing it as their little sisters in other parts of the country.

It was Manager Botherill, of the Pierce branch in that city, who brought their knowledge to the surface. He realized that a good way to make the whole family think and talk of bicycles is to interest the younger members of it. Accordingly he offered in print a Pierce bicycle to the boy or girl who submitted the ten best reasons why the people of Denver should ride Pierce bicycles. The offer brought a flood of responses, some essentially childish, others so worldly wise in expression as to indicate the assistance of fathers and brothers. After weeding out those of the sort, five remained, and as Mr. Botherill was unable to pick the winner, he forwarded the papers to George N. Pierce, in Buffalo. Mr. Pierce also found the task not an easy one, and as he desired the decision of wholly disinterested parties, he called on the Bicycling World to render judgment. The choice narrowed down to the "reasons" submitted by two girls, and while the final selection was not easy, the prize was finally awarded to Miss Blanche Gross, of No. 1,768 Emerson street, whose "reasons" were short, crisp and to the point, as follows:

"My reasons why I think that everybody who rides a wheel should ride a Pierce are:

"First—It is the most honest constructed wheel.

"Second—It is the most durable.

"Third—They are not made by a trust.

"Fourth—The easiest running.

"Fifth—They cost no more than other wheels.

"Sixth—You get just what you pay for.

"Seventh—You are always treated fair by the firm for repairs.

"Eighth—You can get any part of a Pierce wheel any place where wheels are used.

"Ninth—They are the easiest hill climbers.

"Tenth—Because the Pierce wheel is the very best that money can buy."

The "next best" reasons were those of Ruth Sommers, thirteen years old, which did not lack cleverness or originality. They are as follows:

"Ten reasons why the Pierce wheel is the best:

"First—Because they are made of the best material and sell for the best prices.

"Second—Because you can always depend upon them when you want to go for a long ride.

"Third—Because they are the best and easiest running wheel sold on the earth.

"Fourth—Because when you have a 'Pierce bicycle,' you have a 'bicycle,' not an 'ice wagon,' like the rest of the wheels you buy.

"Fifth—Because everybody with sense rides a 'Pierce wheel.'

"Sixth—Because when you ride a 'Pierce' you never have to get off and fix your sprocket or pedals or any other part of your wheel.

"Seventh—Because everybody admires you if you ride a 'Pierce.'

"Eighth—Because my brother has ridden a great many other 'makes' and found them a failure. Then he got a 'Pierce,' and now he is delighted.

"Ninth—Because if you are in business for yourself and ride a good 'Pierce,' then other people will patronize you, because then they know you have got good goods.

"Tenth—For the last reason, but not the least, is I do not ride a wheel myself because I have not got a 'Pierce.'"

Dodging the Dead Centre.

Inventors are still trying with might and main to dodge that same old dead centre of which so much used to be said. Recently, in England, there was patented a device which was intended to take the place of the ordinary simple crank hanger, and which by an ingenious lot of mechanism caused the foot of the rider, instead of describing a circle, to follow the path of an ellipse, the greater diameter of which was in direct line with the rider's leg when outstretched. The principal claim made for it was that it varied the throw of the crank at different points in the stroke, and thus permitted the driving effort to be applied to the best advantage. As a matter of fact, no claim was made for it as eliminating the dead centre, but it looks very much like some of the old schemes that were got up some years ago with that in view.

Why the Motor Runs Hot.

Sometimes, when out on the road, the motor will begin to run hot without apparent provocation or excuse, and the first casual investigation will fail to reveal any cause for its behavior. In such a case, and especially if the way has lain over muddy roads, it is not at all unlikely that the muffler has become clogged to a partial degree with mud which has caked with the oily exhaust to form a surprisingly refractory mass of material which has been throttling the orifice. Often, too, it will be found that a certain amount of the same substance has become lodged in the flanges on the cylinder, and by its low rate of conductivity has been preventing them from doing their work properly.

RACES WERE RUNAWAYS

Whirlwind Exhibition by Curtiss the Feature of Chicago's Motorcycle Meet.

A. whirlwind exhibition five miles ride in 5 minutes 5 seconds by G. H. Curtiss, of Hammondsport, N. Y., and the terrific tumble of P. E. Mack, of Milwaukee, who was brought down by a stray dog, were the features of the Chicago Motorcycle Club's race meet on the Garfield Park track on the 4th.

Curtiss rode one of his 5 horsepower two-cylinder machines in his performance, and gave a superb exhibition of skill and daring on a three-lap cement track, banked none too safely for such speed. His time, 5:05, is away inside any previous performance, but whether it will stand as a world's record will depend on the weight of his machine, regarding which inquiry has been made.

Mack's accident occurred in the ten-mile scratch event. He had won the fifteen-mile handicap in fast time, averaging 1:16 per mile, and in the ten-mile was in second place and going great guns when a fox terrier darted across his path. He struck it squarely and was literally spilled all over the track. The dog was killed, but despite the fearful force of his fall, Mack was able to stagger to the infield, where he fell unconscious. He was hurried to a hospital, where it was found that no bones were broken or internal injuries existing. But there was a six-inch cut across his forehead, and his body was one mass of scrapings and bruises.

The races themselves were all "runaways." Summaries:

Five-mile, scratch, for machines under 110 pounds.—H. A. Zerbel, Milwaukee, first, 6:51 3-5; Arthur Harb, Muskegon, Mich., second, 7:05 3-5; Charles W. Van Sickle, Hammond, Ind., third.

Fifteen-mile handicap, for machines over 110 pounds.—P. E. Mack, Milwaukee, first, 19:05 3-5; Walter Davidson, Milwaukee, second, 21:25 4-5; J. A. Turner, Chicago, third, 23:30.

Ten-mile club championship, for members only.—Melvin Morrison, Chicago, first, 13:41 3-5; Charles W. Van Sickle, second, 14:05; Grant W. Hunter, Chicago, third, 15:09.

Five-mile handicap, for machines under 110 pounds.—Charles W. Van Sickle, first, 7:07 1-5; Arthur Harb, second; G. H. Gardner, third.

Ten-mile, scratch, open.—Davidson, first, 14:00 3-5; Morrison, second, 14:51 1-5.

Why Boy and Dog Avoid Him.

To the cyclist who has had experience with the hostile dog, the country dog which is incorrigible, which is persistent, which follows one for half a mile or so and just manages all the time to keep beyond the reach of the foot; which positively will not get in the way enough to be run over, and yet persists in chewing at the tires and snapping at the

legs until one is nearly wild with rage, the following story of swift revenge will come as a healing balm; for it tells him that somewhere—deponent saith not just where—there is a dog, and a measly little boy, too, neither of which will trouble the harmless wheelman again for many a long day. Summary justice may not be right in the eyes of the law, but it hath at least the saving grace of promptness, and it is often pardonable on the score of the fallibility of mankind. This is the story:

A man while riding a motor bicycle along a country road saw, as he approached a farmhouse, a small boy holding back one of those nasty little dogs which have so great an influence in the promulgation of profanity among the users of the highway. And he blessed the little boy in his heart, for he thought in his simplicity that the youngster was restraining the mut so that it should not annoy him.

But alas! for his simple faith. Just as he was abreast of the pair, for they were a pair, the brute was let go with a hissing encouragement which fairly hurled him, a little ball of fury, at the shins of the rider. But he was of the stamp they raise in the South, and he took the law in his own hands, and, turning back at the imminent risk of having his right leg chewed to a pulp, charged on the youngster, soon caught him and gave him what he well deserved and what he in all probability had not enjoyed to the full for many a moon. Next he caught the cur and thrashed him likewise, afterward holding his nose against the hot muffler until a certain unpleasant impression was well fixed on the canine mind.

Since then he has had frequent occasion to pass that way, but of the boy he has seen nothing, and as to the dog, he is invariably discovered making long, straight tracks for the nearest cover, head down and tail well curved under, nor paying the slightest heed to the passing of the motorcycle.

How the Doctor Played Sleuth.

A curious case of recovery of stolen property occurred in Newark, N. J., last week, when a well known physician and resident of the uptown section nabbed a fellow who was riding a bicycle which had been lifted from his possession some weeks before.

He had been very much annoyed at the loss, because the machine was just to his liking, and, although as the time passed he heard nothing of it, he had not given up hope and was keenly alive to the appearance of all the bicycles he saw on the street. Last Wednesday, as he was at the Jersey Central station and was about to take a car, he saw a young fellow riding a machine slowly along the street within a few paces of him, and, impelled by a sudden inspiration, jumped out at him and stopped him.

"Where did you get that wheel?" he asked, and the other, giving him one wild look, scrambled off the machine, and without more ceremony sprinted afoot up Broadway at a pace that would strike envy to the heart of the best of professional runners. The doctor was too busy looking over the machine to give chase, and by the time he had made sure that it was really his the thief was well out of sight.

NIEMI WINNER IN ROAD RACE

Finnish A. C. Riders First and Second in Fourth of July Event of C. R. C. A.

J. Niemi, of the Finnish Athletic Club, New York City, riding with a handicap of three minutes, sprinted over the tape first in the twenty-five-mile road race of the Century Road Club Association, held over Long Island roads last Tuesday, July 4.

The course was over the famous old Mer-rick road, with the start and finish at Tom West's Hotel, Valley Stream. The first turn was at Jamaica, thence to Lynbrook, and back to Jamaica and Valley Stream. Undoubtedly the course was the finest that could have been chosen, which is borne out by the fast time made. Niemi, who crossed the tape first, covered the distance in 1 hour 2 minutes 59 seconds, and Charles Mock, the veteran road rider, started with the scratch bunch and finished first for time prize, his actual rising time being 1:02:05 4-5. This is the record for twenty-five miles on the road.

The road club association instituted a new rule in this race. The handicap men raced for place prizes, and the scratch bunch rode for the time prizes. That it worked well goes without saying, and the crack riders had no time to loaf, as has usually been the custom.

Over sixty aspirants for road honors started in the race, and of these nearly all finished. Only one accident marred the race, and it was of a serious nature. William Heustice, a member of the association, started with the scratch men, and just after passing Jamaica fell into the pace. Heustice was riding a wheel not his own, and just before starting a crack was discovered in the head. His friends advised him not to ride on the damaged wheel, but the rider "guessed it would stand the strain," and started. Just after Heustice took the lead past Jamaica, there was a sudden snap, and rider and machine went down with a crash. The bunch was following close behind, and rode into the prostrate rider and the broken down wheel. Heustice was found to be suffering internally, and a passing automobile was pressed into service, and the injured rider taken back to West's hotel. A doctor said the rider was injured internally, and it would be some months before he would be able to ride again. This was the only accident that occurred. Of course, the usual number of punctures, broken chains and easy spills happened, but none of the latter were of a serious nature.

The race was interesting. Niemi, who had a handicap of three minutes, started to plug after being shoved off the tape at the start, and soon overhauled his team mate, R. W. Trigg, also of the Finnish club. By alternating pace these two riders soon caught up to the long markers and took a sleigh ride in for first and second places. Peter Baum, who started with a lead of 4 min-

utes and 30 seconds, finished third, and F. Morin, the crack sprinter of the Tiger Wheelmen, of New York City, shoved his wheel across the tape for fourth place, in the fast time of 1:02:29. Owing to the new rule, neither Niemi nor Morin are entitled to time prizes, but the latter may receive a special mark of honor for his fast riding.

Charles Mock, of the Century Road Club of America; Joseph M. Eiffler, Frank W. Eiffler, F. C. Graf, W. M. Heustice, of the Century Road Club Association, and Owen J. Devine, of the National Athletic Club, made up the scratch division. The riders alternated pace, but realizing that they would not be able to overhail the long markers, settled down to steady riding. At the half way mark Joseph Eiffler was leading the scratch bunch. Frank Eiffler was close behind, Mock was third and Devine fourth. About one mile from the tape Devine unwound a phenomenal sprint and pedaled hard for a runaway dash to the tape, but was caught by Mock. The latter rider went by Devine like a flash at 100 yards from the tape and finished ahead. Frank Eiffler crossed the tape second, his brother third, Devine fourth and Graf last. The finish between the fast division was one of the prettiest that has been witnessed for a long time. The summary follows:

Handicap, Net Time.	
M.S.	H.M.S.
1. J. Niemi, Finnish A. C.....	1:02:59
2. R. W. Trigg, Finnish A. C.....	1:05:59 1-5
3. P. Baum, C. R. C. of A.....	1:04:29 2-5
4. F. Morin, Tiger Wheelmen.....	1:02:29 3-5
5. A. E. Rhoades, Brooklyn.....	1:04:59 4-5
6. J. A. Halligan, C. R. C. A.....	1:04:31 1-5
7. A. Johnson, Park Circle Club.....	1:04:31 1-5
8. A. Demerest, National A. C.....	1:03:31 3-5
9. M. D. Simmons, C. R. C. A.....	1:05:34 3-5
10. M. Kessler, Prospect W.....	1:05:35 2-5
11. O. E. Brandes, Tiger W.....	1:04:24 1-5
12. G. Glunz, C. R. C. A.....	1:07:29 1-5
13. G. Kovarik, Brooklyn.....	1:03:29 2-5
14. A. Pantila, Finnish A. C.....	1:03:29 3-5
15. E. Koski, Finnish A. C.....	1:05:59 4-5
16. J. Forsyth, Roy Wheelmen.....	1:04:00
17. Louis Sandles, New York.....	1:06:30 1-5
18. Charles Martin, Tiger W.....	1:04:00 2-5
19. Casper Saelter, National A.....	1:05:30 3-5
20. F. F. Kirchner, C. R. C. A.....	1:05:50
21. Charles Mock, C. R. C. A.....	1:03:05 4-5
22. F. W. Eiffler, C. R. C. A.....	1:03:06
23. J. M. Eiffler, C. R. C. A.....	1:03:06 1-5
24. O. Devine, National A. C.....	1:03:06 2-5
25. F. C. Graf, C. R. C. A.....	1:03:06 3-5
TIME PRIZE WINNERS.	
Charles Mock, C. R. C. A.....	1:02:05 4-5
F. W. Eiffler, C. R. C. A.....	1:03:06
J. M. Eiffler, C. R. C. A.....	1:03:06 1-5
O. Devine, National A. C.....	1:03:06 2-5
F. C. Graf, C. R. C. A.....	1:03:06 3-5

Bruyere Makes First Motorcycle Record.

J. P. Bruyere, Passaic, N. J., has the credit of being the first man to make a record trial under F. A. M. sanction. He attacked the figures for the mile during the automobile meet on the Morris Park track, New York, on July 3, and covered the distance in 1 minute 63-5 seconds, which is now the official record. Bruyere rode a 5 hp sepower two-cylinder Curtiss, weighing 109 pounds.

Lewis Won, Over Muddy Roads.

Because of a terrific storm the night before, but eight of twenty-two entries put in an appearance for the race from San Antonio to New Braunfels, Tex. (33 miles), on the 4th. Despite frightful roads, which required that wheels be carried afoot in several places, J. Lewis, scratch, finished first in 1 hour 36 minutes. A. Phernicke (15 minutes) was second.

EARLY AND LEULY IN 'FRISCO

Cross-Continent Riders Finish on a Railway Train—Why Did They Do It?

Harry Early and Emil Leuly, the two New Jerseymen who left New York on June 11, intent on breaking the cross-continent record, are now probably in San Francisco.

They reached there, or will reach there, not on bicycles, however, but on a railroad train. They gave up the struggle on the 5th inst. at Kearney, Neb., 1,906 miles from New York, and 24 days and 2 hours after the start.

The immediate cause of their quitting was the breakage of the crank hanger on Early's bicycle and the impossibility of effecting a repair without a delay of from four to six days. The attendant causes were rain and mud and the consequent necessity for bumping over the railroad cross ties, which had told heavily on both men and brought them near to the point of exhaustion.

Rain followed the men almost from the day of their departure, and the further west they proceeded, the more often and harder it fell and the worse became the roads. In Iowa they encountered the famous, or notorious, "gumbo" mud, which sticks like glue and makes walking almost impossible. It tried the riders severely, and if they had not had recourse to the railroad ties, Early writes that they probably would still be sticking fast in the gumbo. The men reached Omaha on the 1st, after a short spell of sunshine, but after leaving there conditions went from bad to worse. On the 2d, when they reached Columbus, Neb., and on the 3d, when they put up at Silver Creek, the rain came down so hard and steadily that they were able to ride but 53 and 20 miles, respectively, and that on the loosely ballasted railroad bed. The skies cleared on the 4th, but it brought them no relief, as the wagon roads were under water and "bumping cross ties" was wearing them out. They covered 47 miles that day. Early the next morning, when within five miles of Kearney, Early's crank hanger broke for the third time, and tired, disgusted and disheartened, he and Leuly held a "council of war" and decided to "chuck it," their slow progress having made plain to all that the record they sought was in small danger.

After effecting repairs in San Francisco, both men will ride to Los Angeles, some 500 miles, where they will visit friends.

Early writes that while their bicycles gave them an undue amount of trouble—which is not strange, as they were racing machines fitted with road tires—their G & J tires behaved grandly, five punctures being the sum total of what happened to them.

Motorcycle Thief Left no Clew.

Very early on the morning of the 24th ult. some one pulled the pins from the hinges of George M. Sawen's barn, in the rear of No. 1 Selge Terrace, up in Rochester, N. Y., and, taking down the door, entered the place and removed a motor bicycle valued at \$155. The pilstinking thief left no clew behind him.



National, Model 80 Special

The weather for the last four months has not been good for racing, but on the other side of the world they are doing good work on the Nationals. The last of January at one meet in New Zealand, two National riders scored four firsts, three seconds, three thirds and six fourths, and at the Timaru Sports, another National rider won all races on the program. They have found out that Nationals are winners, and send 15,000 miles to get them.

In thirty days the sport will begin in the U. S. The Model 80 special National is the winner. Show a sample and it will sell.

NATIONAL CYCLE MFG. CO., Bay City, Mich., U. S. A.



W. E. BAUM,
Sec'y Chicago Motor Cycle Club.

WHAT

Mr. W. E. BAUM,
Sec'y Chicago Motor Cycle Club

SAYS

OF

FISK TIRES

Last year he rode 12,771 miles, of which 3,100 miles was on three pairs of ——— tires, and 9,671 on one pair of No. 88 H Fisk tires 28 x 1 $\frac{3}{8}$ in., and during the entire year he only had one puncture in the Fisk tires. Last year he received First Prize in Chicago for Century Runs and Third Prize in New York.

He states that Fisk tires are not only easier riding but will wear longer and better than any tire he ever had.

FISK RUBBER COMPANY,

Chicopee Falls, Mass.



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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, JULY 8, 1905.

The Regrets of the Failure.

The failure of Messrs. Early and Leuly to cross the continent on bicycles, as they set out to do, is regrettable from more than one standpoint, and points some wholesome morals to other ambitious and too confident men.

"Across the Continent with a Toothbrush" was a pretty phrase that was full of suggestion—suggestion of just such failure as came to pass. It was plain to all thinking men that something more than toothbrushes are required to assure the completion of a 3,600 miles journey over some of the vilest and most diversified stretches of ground that ever were dignified by the term "road," and when the two riders were reduced to the necessity of walking by so simple a mishap as a broken chain, which any ordinary man can repair on the road in twenty minutes or less, the ill-provident nature of the Early-Leuly venture can be best realized.

This failure to provide for even the simplest emergencies was bad enough, but to attempt such a journey on light racing bicycles, even if equipped with road tires, was the height of folly. The men had been warned that they would encounter trying

roads, and that they must "bump railroad cross ties," but they treated the warning lightly, and if they only had paid the penalty, there would be small cause for regret. But the undue trouble they had with their mounts is the most damaging result likely to come of their failure. When they elected to ride such featherweight machines, they courted such trouble as occurred. Racing bicycles never were built for use on railroad ties, and none will withstand it, and the men should have realized the all apparent fact. It is unfortunate that they themselves are not the only victims of their supreme overconfidence.

Ever Present Perils of the Road.

Among the news items of the week are recorded two cases of accident, in each of which fatal results were avoided by the merest chance of fate, and which, though occurring under very different circumstances, are yet attributable to a common cause. They might be classified as being of the hillside variety. That two such narrow escapes from death should occur within so short a time is, of course, a coincidence, yet it points to the fact that danger is ever present, and also that even as it is never permissible to cease to take care at all times, so it is never quite time to stop preaching to those who will not think for themselves, who will not take care of their own accord.

These two mishaps but serve to emphasize the existence of two perils which are ever present, and which are none the less imminent because one grows so accustomed to them that he soon has ceased to regard them at all, except in an unthinking way, merely from force of habit. Yet they are so common that the bicyclist can hardly mount his machine and ride for fifteen minutes without encountering both of them in more or less formidable shape. They are the peril of the turn in the road and the peril of the lost control.

No matter how frequently one has traversed a certain piece of road, no matter how familiar he may be with its bends and grades and rough places, no matter how well he may know every inch of its soil, he never quite knows just what sort of conditions will assail him as he swings around a certain turn. It may be a little gully, swept by the rain of last night; it may be part of a load, lost from a passing wagon; it may be some form of trifle coming toward him; in fact, it is quite within the range of possi-

bility for him to find anything from a clear way to complete obstruction of his passage, as he rounds the bend. But does the average rider consider the possibility as he comes to a turn in the road? Hardly. The average man simply rides on at the same rate he has been maintaining, unless he be on a road which is wholly unknown to him, and takes a blind chance on what may be beyond.

At all times the greatest danger is from the other fellow, the fellow who is coming on as heedlessly as he himself, and who may not be as well able to avoid instant risk as he. Yet there is always the possibility that he may lose his nerve at the moment, and make a false move which will result disastrously. The peril of the turn in the road is always present; it may be disguised, it may be bold and forbidding, but it is a constant menace.

To the old rider there seems but little risk of losing control of the machine under any circumstances. He has been through so many trying adventures, has pedalled over so many miles of road, good, bad and indifferent, that he is inclined to laugh at the suggestion of such a possibility. Yet such things occur almost every day. Many a time and oft, the rider is for an instant in a position from which he could not extricate himself, but for the kindly intervention of fate.

The greatest danger comes on the hill. The sensation of gliding down a long grade without effort, with the smooth, eerie sensation of flying, is all too tempting to be foregone. Yet can he stop in time or swerve in time to avoid the bad hole, or to miss the other rider tolling upward with head bent low and thoughts concentrated on the work of propulsion? "Never mind," he says, and lets go. Up hill, down dale, smooth road and rough, there is always the peril of lost control. Experience cuts down its chances of getting the upper hand of the rider, sagacity and caution reduce them still more, but nothing can eliminate them altogether.

To the old rider and the young, to the rider of experience and the novice, the twin perils of the turn in the road and lost control are always threatening. Precaution lessens their import, but nothing can kill them. And, too, all the way through life, these two are to be found, menacing just as threateningly at every corner, on every seductive grade. But that, as Kipling is so frequently said to have said, is part of another sermon.

AGRAZ WINS EASILY

The Mexican Rider Puts Rings Around Downing and Hollister at Ogden.

Over two thousand people saw Emil Agraz, who claims allegiance to San Jose, Cal., ride rings around Hardy Downing and C. L. Hollister in the five-mile motor-paced race which formed a feature of the Monday night meet at the Ogden (Utah) saucer on June 26. Downing, who also hails from California, made several attempts to gain a lap on the Mexican, but they were futile, and in the last two miles Agraz had everything his own way. Hollister finished second and Downing third. Time, 7:20.

The half-mile open for the money chasers was cleverly taken by Hollister, who sprinted past Norman C. Hopper on the outside in the stretch, beating him out at the tape by inches. Lawson finished third, though it was apparent that he was saving himself for the assault against the world's record at Salt Lake on the following night. Hardy Downing finished fourth. The time was 0:59.

S. H. Wilcox finished first in the three-mile lap event for the "simon pures." J. W. McCormack and J. B. Hume had a sprint-out for second place, the former winning out by half a length. J. E. Holladay was fourth. Time, 6:30. Hume won the lap prize, placing six to his credit. J. H. Tate crossed the tape first in the three-quarter-mile amateur, riding the distance in 1:02 2-5. Fred Castro rode in second and Fred Samuelson third.

The finish in the one-mile consolation race for professionals was close and resulted in W. E. Samuelson crossing the line only two inches in front of J. E. Achorn. J. H. Leyland finished third. The time was 1:57. Summaries:

Half-mile open, professional—C. L. Hollister, first; Norman C. Hopper, second; Iver Lawson, third; Hardy Downing, fourth. Time, 0:59.

Five-mile motor-paced, professional—Emil Agraz, first; C. L. Hollister, second; Hardy Downing, third. Time, 7:20.

One-mile consolation, professional—W. E. Samuelson, first; J. E. Achorn, second; J. H. Leyland, third. Time, 1:57.

Three-quarter-mile, amateur—J. H. Tate, first; Fred Castro, second; Fred Samuelson, third. Time, 1:02 2-5.

Three-mile open, amateur—S. H. Wilcox, first; J. W. McCormack, second; J. B. Hume, third; J. E. Holladay, fourth. Time, 6:30. Lap prize winners—Hume (6), Holladay (4), Wilcox (3), Tate (2), Farr (2), Lindgreen (2), Starbuck (1), Murphy (1), Marty Morgan (1) and Schmell (1).

The Dandy Horse.

A Londoner actually has just placed on the market a "dandy horse"—one of those pedalless two-wheeler contrivances which the "rider" propels by striking his feet on the ground. It is the old "walking sitting down" vehicle that was the forerunner of the bicycle. The Englishman believes that the fact that his device weighs but 20 pounds and sells for \$15 will attract purchasers.

This Pastor Uses the Motorcycle in His Work.



The Rev. Bradford Leavitt, a prominent divine of San Francisco and pastor of the First Unitarian Church, is one of the "gentlemen of the cloth" who for a year or more has been demonstrating the practicability of the motor bicycle for his calling. When at home during the summer months Dr. Leavitt, who is now touring Europe on his Indian,

resides at Campbells, about sixty miles south of San Francisco, and last year he made all of his journeys between those cities on his motorcycle. No matter what the occasion of his visit to San Francisco—a funeral, a wedding or regular church service—he depended on his Indian to get him there on time, and it is added that he was never disappointed.

Wonders How the Other Fellow Is.

While coasting down the big hill near Medford, Long Island, on the cross-island cycle path, C. E. Doremus met another bicyclist—met him just as he was rounding a turn, and met him with a violent concussion. When he came to he found himself lying on a mossy bank in the woods some little distance from the road, and on looking about discovered not far from him the tangled remains of two wheels, while out in the road lay the other man, to all appearances dead. After working over him for some time Doremus brought him to and he was able to stagger off toward Medford. Doremus gathered up the remains of his machine and started for Port Jefferson, feeling pretty well shaken up. In the confusion of the sudden contretemps both riders forgot to make known their identity to one another, and now Doremus, who is quite recovered, is wondering how the other fellow is getting on.

How to Avoid Collisions.

Two bicyclists of Ostego, Mich., were riding on a steep hill. One of them, Oscar Crosby by name, was going down at a terrific rate of speed, and Herbert Hutchings, the other, was going up at a more moderate pace. Both were riding in the cement gutter at the side of the street, and neither saw the other until just as they met in collision. The force of the impact knocked both of them senseless and demolished their wheels. Crosby soon regained consciousness under

medical treatment, but Hutchings did not come to for over two hours. Moral: Keep on the right side of the road and keep your eyes to the front.

Patterson Wheelmen Elect Officers.

The following officers have been elected by the Patterson Wheelmen, Baltimore, Md.: President, J. V. Kimble; first vice-president, Harry Spears; second vice-president, Carl Plitt; recording secretary, Charles O. Reville; financial secretary, R. Wilson; sergeant-at-arms, L. Muehler; captain Charles O. Reville; lieutenant, M. Kanburger; color bearer, George Pabst; governors, Harry Sparrs, E. Sullivan, C. Pertner, H. B. Moser, L. Muehler, A. Kimble, J. Weber, S. Horney, C. Gunther, C. Hartman, R. Wilson, C. O. Reville and C. Plitt.

Hoodlums Stealing Bicycles.

Manchester, Conn., is undergoing a siege of bicycle thievery just at present which would appear to be in part, at least, the work of hoodlums rather than professional crooks, for, in a recent instance, a machine which had been stolen some days before was recovered in a vacant lot where it had been abandoned. The latest loss was reported on last Saturday evening, when a wheel was taken from the curb in front of a Main street store, where it had been left by its owner but a few moments before.

"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 151 Nassau Street, New York. ***

LAWSON AT SALT LAKE

Mormons Enthusiastic Over Champion—
A New World's Record.

"Iver Lawson is the Admiral Togo of the bicycle world. He is the James J. Jeffries of the speed merchants. None can compare with him but one, and that is old Father Time. Lately Iver has been making the old gentleman hump himself to keep even abreast of him, let alone throwing dust in his eyes." This is what one Salt Lake City paper has to say about Iver Lawson, world's champion, and it very aptly summarizes the champion's ability.

Over three thousand enthusiastic spectators cheered until the rafters reverberated with echoes when Iver Lawson sprinted to the front in the three-mile lap race and finished far ahead of his nearest competitor on June 30. The time? Well, it was another world's record. Lawson covered the distance in 5:59 4-5, as against Samuelson's previous time of 6:11. The race was a "cracker" from the crack of the pistol until the world's champion shoved his front wheel across the tape first. All the "pros" were out to beat Lawson, and for the first two miles the champion trailed the bunch. Then he got exceedingly busy, and the way he passed the other riders high on the bank brought every man, woman and child to their feet. Hollister crossed the tape second and Hopper third. Samuelson finished fourth. The time, 5:59 4-5, was a new world's record.

Then another record suffered the ignominy of "going by the boards." This time S. H. Wilcox was the hero in the two-mile amateur, and reduced Marcus Hurly's time for that distance from 4:10 4-5 to 4:04 2-5. Wilcox was given an ovation rarely accorded any amateur. In this event J. B. Hume was a close second, with Marty third and Redman fourth.

Friday night Manager Harry Heagren gave the spectators the best card of "classy" events that has yet been presented to the Mormon public, and it was well received. Wilcox further added laurels to his crown by beating out Weiser in a blanket finish in the first heat of the quarter-mile open, but was jockeyed out of position in the final. West crossed the tape first, Hume second and Redman third. Time, 0:30 1-5. Summaries:

Quarter-mile open, amateur—First heat—S. H. Wilcox, first; Harry Weiser, second; J. H. Tate, third; Mills, fourth. Time, 0:31 3-5. Second heat—F. G. West, first; C. Marty, second; C. P. Redman, third; G. L. Lindgreen, fourth. Time, 0:29 4-5. Third heat—J. B. Hume, first; J. W. McCormack, second; Fred Castro, third. Time 0:29 4-5. Final heat—West, first; Hume, second; Redman, third. Time, 0:30 1-5.

One-mile, professional—First heat—J. B. Achorn, first; J. H. Leyland, second; C. L. Hollister, third; N. C. Hopper, fourth; James Bowler, fifth. Time, 1:57. Second heat—

Hardy Downing, first; Iver Redman, second; Clem Turville, third; Walter Bardgett, fourth; W. E. Samuelson, fifth. Time, 1:59 3-5. Final heat—Hollister, first; Downing, second; Hopper, third; Redman, fourth. Time, 1:55. Two-mile, amateur—S. H. Wilcox, first; J. B. Hume, second; C. Marty, third; C. P. Redman, fourth. Time, 4:04 2-5; new record. Lap prize winners—Starbuck (4), Palmer (4), Tate (2), Lindgreen (2), Cartwright (2) and Marty (1).

Three-mile open, professional—Iver Lawson, first; C. L. Hollister, second; N. C. Hopper, third; W. E. Samuelson, fourth. Time, 5:59 4-5; new record. Lap prize winners—Downing (5), Burris (2), Gunn (2), Agraz (2), Hollister (2), Bowler (6), Samuelson (2), Heagren (1) and Lawson (1).

Five-mile open, motorcycle—Smith, first; Heagren, second. Time by miles, 1:23 4-5, 1:20 2-5, 1:23 4-5, 1:17 2-5, 1:23 2-5; total, 6:51.

Iver Lawson came within one-fifth of a second of setting up a new record for one-quarter against time at the Salt Lake saucer on Tuesday night, June 27. The record was made by Samuelson last year, his time being 0:24 3-5. Lawson rode the distance in 0:24 4-5. Lawson did not get a good start, which probably accounts for his failure to clip the record.

The three-quarter-mile handicap professional brought out a large bunch of sprinters. Burris, the limit man, held his lead to the tape, but was only half a length in front of Turville, who rode from scratch. Hollister was sandwiched in between these two, and finished second. The time was 1:50.

In the two-mile open lap, professional, Lawson and Samuelson elected to team, and had little difficulty in sprinting past the field, Lawson crossing first and Samuelson next. The time was 3:54 2-5. Summaries:

Two-mile open, professional—Iver Lawson, first; W. E. Samuelson, second; C. L. Hollister, third; Iver Redman, fourth. Time, 3:54 2-5. Lap prize winners—Williams (4), Burris (4), Heagren (3), Smith (2), Samuelson (1) and Hollister (1).

Quarter-mile against time—Iver Lawson against record of 0:24 3-5. Time, 0:24 4-5.

Three-mile open, tandem, amateur—Wilcox-McCormack, first; Marty-West, second; Castro-Redman, third; Weiser-Hume, fourth. Time, 5:47 2-5. Lap prize winners—Mills-Taylor (5), Grimmet-Tate (5), Wilcox-McCormack (3), Weiser-Hume (6) and Marty-West (4).

Half-mile open, amateur—First heat—J. B. Hume, first; Fred Castro, second; A. G. Taylor, third. Time, 1:03 2-5. Second heat—C. Marty, first; C. P. Redman, second; F. G. West, third. Time, 1:05 3-5. Third heat—S. H. Wilcox, first; Harry Weiser, second; J. Mills, third. Time, 1:02 2-5. Final heat—Hume, first; Redman, second; Castro, third. Time, 1:04 1-5.

Three-quarter-mile, professional—First heat—Burris, first; Hollister, second; Turville, third; Agraz, fourth. Time, 1:50. Second heat—Downing, first; Redman, second; Williams, third; Bardgett, fourth. Time, 1:34. Final heat—Burris, first; Hollister, second; Turville, third; Williams, fourth. Time, 1:21 2-5.

FAST TIME AT OGDEN

Wilcox Cuts an Amateur Record—Hair
Raising Finish In Motorcycle Race.

Despite numerous counter attractions in Ogden on Wednesday night, June 28, nearly three thousand persons turned out at the new saucer and witnessed one of the best meets that has yet taken place on its boards.

S. H. Wilcox started the ball rolling in the five-mile open, for amateurs, by carving a slice out of the unpaced record for that distance in competition. The former record was held by Emil Agraz, in 10:39, and on Wednesday night Wilcox clipped nearly eight seconds from it, riding the distance in 10:31 2-5. In this race Wilcox did some phenomenal sprinting, and led the bunch around the oval for seven laps, finishing a clear length ahead. J. W. McCormack was the second rider to shove his wheel across the tape, and was closely followed by Jack Hume. Castro was fourth.

The sprint for the tape in the quarter-mile open, for amateurs, was a pretty exhibition of clever riding, and resulted in a victory for J. B. Hume, although F. G. West and Fred Castro were scarcely a foot behind. The latter riders finished in the order named. The time was 0:30 2-5.

E. E. Smith crossed the tape first in the one-mile consolation, with Gunn a close second. Hopper was only half a length behind. The time was 1:55. Emil Agraz did the donkey work in the two-mile open, professional, and when the crisis came Agraz had to give away to the fresher men. W. E. Samuelson crossed the tape first, but was promptly disqualified for boring, the honor going to Saxon Williams, who finished second. Hollister secured second place and Lawson third. Hardy Downing was fourth. Time, 4:00. Agraz placed six laps to his credit, and E. B. Heagren was second with three.

Heagren crossed the ribbon first in the five-mile motorcycle race in a hair raising finish. Samuelson was second and E. E. Smith third. Time, 6:18. Summaries:

Quarter-mile open, amateur—J. B. Hume, first; F. G. West, second; Fred Castro, third. Time, 0:30 2-5.

Two-mile open, professional—Saxon Williams, first; C. L. Hollister, second; Iver Lawson, third; Hardy Downing, fourth. Time, 4:00. Lap prize winners—Emil Agraz (6), E. B. Heagren (3), J. Gunn (2), Norman C. Hopper (2), James Bowler (1) and Iver Redman (1).

One-mile consolation, professional—E. E. Smith, first; Gunn, second; N. C. Hopper, third. Time, 1:55.

Five-mile open, amateur—S. H. Wilcox, first; J. W. McCormack, second; J. B. Hume, third; Fred Castro, fourth. Time, 10:31 2-5, new record. Lap prize winners—Wilcox (7), Holladay (7), Tate (5), Lindgreen (5), McCormack (3), Hume (3), Larsen (3), Redman (1), Murphy (1) and Weiser (1).

Five-mile open, motorcycle—Heagren, first; Samuelson, second; Smith, third. Time, 6:18.

The Morrow is Advertised by its Contented Customers

Salem, Oregon, June 3, 1905.

ECLIPSE MACHINE CO., Elmira, N. Y.

Dear Sirs:—I have ridden the 1905 Morrow brake I received from you last December 2268 miles, without having the least trouble, and more than that I have fitted it regularly on all my wheels and without receiving a single complaint of any kind. I GUESS THAT IS GOING SOME.

From my past experience any dealer who classes the many other brakes with the 1905 Morrow is certainly standing in his own light. I say this because I make each of my repair men ride different brakes; in that way I learn the faults of them all in a practical way.

Wishing you every success or the same success as I have had with the Old Reliable Morrow Brake.

Yours very truly,

WATT SHIPP,

The Bicycle Man.

Are YOU Standing in Your Own Light?

ECLIPSE MACHINE CO., — Elmira, N. Y.

CONNECTICUT'S NEW LAW

How it Deals with Motorcyclists—Full Text of the Much Revised Measure.

The Connecticut Legislature had a hard struggle with itself, so far as motorcycles are concerned, and did just enough to indicate that if more of the Connecticut riders had responded when the F. A. M. called on them to help themselves, motorcycles probably would have been eliminated from the automobile bill, which was the end sought. After months of tinkering with it, the legislature finally passed the measure last week, and as there is no doubt of the Governor's approval, it is certain to become law on July 15.

The special paragraphs devoted to motorcycles constitute evidence that the efforts of the F. A. M. resulted in a partial victory and serve to show that in their wriggling to resist the pressure, the legislators really made the law ridiculous. While it requires that automobiles display, front and rear, four inch numbers on plates, which must be purchased from the Secretary of State, motorcyclists do not have to pay out anything for plates or markers, and are required to exhibit only microscopic one-inch numbers, which may be painted or otherwise displayed "in any old place" on the machine that the rider's fancy dictates.

The registration fee is \$1, which non-residents who display the number of any other State are not required to pay, provided they do not use the roads of Connecticut more than fifteen days in any one year, which provision is as good as a "dead letter," since it is hardly likely that anyone ever will keep count of such days.

The speed limit is 20 miles in the country and 12 miles in the cities and boroughs. The law is distinctive in that the "rules of the road" are made a part of it, which carry with them penalties on offending "road hogs" who drive horses.

The act in full is as follows:

Section 1. Whenever the term "motor vehicle" is used in this act, except when otherwise expressly provided, it shall include all vehicles propelled by any power other than muscular, except road rollers, fire engines, police patrol wagons, ambulances and such vehicles as run only upon rails or tracks.

Sec. 2. Every owner of one or more motor vehicles shall file in the office of the Secretary of the State a statement of his name, residence and postoffice address, on a blank furnished by the said Secretary for that purpose, and shall obtain from the said Secretary a numbered certificate, which certificate shall state the name of such owner and that he has registered in accordance with the provisions of this act.

Sec. 3. Every such motor vehicle, except motor bicycles, shall, at all times while being used or operated upon the public highways of this State, have displayed in a conspicuous place and manner, securely fastened so as not to swing, upon both the front and rear of such vehicle, a plate or marker, which shall be obtained from the said Secretary as hereinafter provided, and which

shall bear the initial letter of this State and the number of the certificate issued to the owner of such motor vehicle, the letter and figures thereon to be four inches high and each stroke thereof to be one-half inch wide and at all times unobscured.

Sec. 4. Every motor bicycle shall, at all times while being used or operated upon the public highways of this State, have displayed thereon the initial letter of this State and the number of the certificate issued to the owner of such motor bicycle, such letter and figures to be at least one inch high and either painted on such motor bicycle or displayed on a plate or marker securely fastened thereto.

Sec. 5. The said Secretary of the State shall keep a record of all statements filed with him, and of all certificates issued by him, which record shall be open to public inspection; he shall furnish, from time to time, at cost price, to any person registered under the provisions of this act, as many plates or markers as may be required by such person for display upon the one or more motor vehicles, except motor bicycles, owned by him at the time of such registration, or thereafter acquired, the number on such plates or markers to be the same in every case as the number of the certificate originally issued to such person under the provisions of this act; and in the event that any certificate issued by the said Secretary under the provisions of this act shall be lost or destroyed, he shall issue to the person whose certificate has been thus lost or destroyed a duplicate thereof, bearing the same number as the certificate originally issued to such person.

Sec. 6. A fee of \$1 shall be paid to the said Secretary of the State for each original or duplicate certificate issued by him in accordance with the provisions of this act.

Sec. 7. No license, permit or registration shall be required of the owner or operator of any motor vehicle except in accordance with the provisions of this act, nor shall any such vehicle be required to be marked in any way except in accordance with the provisions of this act, but nothing in this section contained shall apply to such motor vehicles as are offered to the general public for hire.

Sec. 8. Any non-resident of this State who shall have complied with the laws of any other State or Territory of the United States requiring the registration of owners of motor vehicles, or of motor bicycles, or of both, and the display of identification numbers on such motor vehicle, and who shall cause the identification numbers of such State or Territory, in accordance with the laws thereof, together with the initial letter or letters of the State or Territory issuing the same, to be displayed on his motor vehicles while used or operated upon the public highways of this State, may use such highways, for a period not to exceed fifteen days in any one year, without complying with the provisions of the foregoing sections of this act; provided, however, that if any non-resident shall be convicted of violating any provision of Section 10 or Section 11 of this act he shall thereafter be subject to and required to comply with all the provisions of Sections 2, 3, 4, 5, 6 and 7 of this act.

Sec. 9. No prosecution based upon Sections 2, 3 and 4 of this act shall be brought for any offence committed prior to August 1, 1905.

Sec. 10. No person shall operate a motor vehicle on the public highways of this State at a rate of speed greater than is reasonable and proper, having regard to the width, traffic and use of the highway, or so as to endanger property or the life or limb of any person, or, in any event, within the limits of any city or borough at a greater rate of speed than one mile in five minutes, or outside the limits of any city or borough at a greater rate of speed than one mile in three minutes.

Sec. 11. Upon approaching any person walking in the travelled portion of any public highway, or a horse or any other draft animal being led, ridden or driven therein, or a crossing of intersecting public highways, or a bridge, or a sharp turn or curve, or a steep descent, and also in passing such person, horse or other draft animal, and in traversing such crossing, bridge, turn, curve or descent, the person operating a motor vehicle shall have the same under control and shall reduce its speed. If such horse or other draft animal being so led, ridden or driven shall appear to be frightened, or if the person in charge thereof shall signal so to do, the person operating such motor vehicle shall bring the same and the motor or other power propelling the same immediately to a stop, and, if travelling in the opposite direction, shall remain stationary so long as may be reasonable to allow such horse or animal to pass, or, if travelling in the same direction, shall use reasonable caution in thereafter passing such horse or other animal.

Sec. 12. No city, town or borough shall have any power to make any ordinance, bylaw or resolution, respecting the speed of motor vehicles, and no ordinance, bylaw or resolution heretofore or hereafter made by any city, town or borough in respect to motor vehicles shall have any force or effect; provided, however, that powers given to any town, city or borough to regulate shows, processions, assemblages or parades in streets and public places, and to regulate the use of public parks, and all ordinances, bylaws and regulations which may have been or which may be enacted in pursuance of said powers, shall remain in full force and effect.

Sec. 13. In all complaints for the violation of any provision of this act the justice of the peace before whom the same shall be tried shall have jurisdiction and power to render judgment therein, and issue process of execution and mittimus thereon, where such fine or penalty imposed shall not exceed two hundred dollars, or imprisonment for thirty days, or both; but the defendant shall have the right of appeal as in other cases.

Sec. 14. Any person violating any provision of Sections 10 and 11 of this act shall be fined not more than two hundred dollars or imprisoned not more than thirty days, or both, for a first offence, and shall be fined not more than five hundred dollars or imprisoned not more than sixty days, or both, for any subsequent offence. Any person violating any other provision of this act shall be fined not more than fifty dollars.

Sec. 15. This act shall take effect July 15 1905.

Sec. 16. Chapters 107 and 108 of the public acts of 1903 and all other acts and parts of acts inconsistent herewith are hereby repealed.

RULES OF THE ROAD.

Section 1. Whenever the term "vehicle" is used in this act it shall include bicycles, tricycles, motor bicycles, motor vehicles of all kinds, vehicles drawn by horses or other animals, and all other vehicles used for the carriage of persons or goods, no matter how propelled, excepting only such vehicles as are run only upon rails or tracks.

Sec. 2. Whenever a person walking in the travelled portion of a public highway, or a person riding, driving or leading a horse or other animal therein, or driving or operating a vehicle therein, shall meet another person thus walking or thus riding, driving or leading a horse or other animal, or thus driving or operating a vehicle, if such persons are moving in opposite directions each shall slacken his pace, if necessary, and seasonably turn to the right so as to give half of the travelled road, if practicable, and a fair and equal opportunity to pass, to the other; or, if they are moving in the same di-

AUSTRIA WINS THE CUP.

Foreign Freaks Make a Miserable Showing in International Motorcycle Road Race.

rection, the person overtaking shall pass on the left side of the person overtaken, and the person overtaken shall, as soon as practicable, turn to the right so as to give half of the travelled road and a free passage on the left to the other. Any such person shall, at the intersection of public highways, keep to the right of the intersection of the centres of such highways when turning to the right, and pass to the right of such intersection when turning to the left.

Sec. 3. Every such person who shall, by neglecting to conform to the provisions of Section 2 of this act, cause any injury to the person or property of another, or shall negligently collide with another, thereby causing such injury, shall pay to the party injured treble damages and costs.

Sec. 4. If the owner of any horse or other animal, or of any vehicle, shall intrust such animal or vehicle to his agent, servant or employe, to be ridden, led, driven or operated by such agent, servant or employe upon the public highways of this State, or shall rent or loan the same to an incompetent and inexperienced person to be thus ridden, led, driven or operated, and such agent, servant or employe, while in the execution of such owner's business within the scope of his authority, or such incompetent and inexperienced person, as a result of such incompetency and inexperience, shall, by neglecting to conform to the provisions of Section 2 of this act, cause any injury to the person or property of another, or shall negligently collide with another, thereby causing such injury, such owner shall pay to the party injured his actual damages and costs; but in every case the party injured shall elect whether he shall proceed against such owner under the provisions of this section or against the person actually causing such injury under the provisions of Section 3 of this act.

Sec. 5. Any person violating any of the provisions of Section 2 of this act shall be fined not more than fifty dollars.

Sec. 6. Sections 2,035, 2,036, 2,037 and 2,038 of the general statutes and all other acts and parts of acts inconsistent herewith are hereby repealed.

Vermont Spills "Non-Work" Tour.

Darling and Murphy, the two Jackson (Mich.) boys who are making a tour of all the States, as told in the *Bicycling World* of June 10, came to grief in Vermont and had to turn to and work for a living.

It will be remembered that they were travelling on a wager, the terms of which stated that they were to make the whole of the journey without begging or earning any money, but that they were to get their expense money by the sale of descriptive souvenirs, which they carried with them, and which told of the purpose of the trip and gave a brief account of their itinerary. They were allowed a time limit of eighteen months, and were to receive a purse of \$5,000 at its completion if all the terms were adhered to. From Buffalo they are reported as now being on their way westward and riding against time.

Since May 5, 1904, they had ridden in forty-two States of the Union and had covered in all 11,937 miles. Until they reached Vermont they had not been in serious want at any time, though they had more than once gone to bed hungry and knew full well what it meant to ride all the morning on empty stomachs. But the citizens of the Green Mountain State were too tight across the chest for them, and they had to get down to it or starve.

On Sunday, June 25, the second annual international motorcycle race was run off over the Dourdan course, in France. The day before, all the machines were weighed, and, except in one instance, were found to be within the 110-pound limit established by the regulations, the exception being one English machine, which was accordingly lightened. After weighing in, each machine was put through its paces before the judges, and then each was in turn wheeled into a large packing case, which was then padlocked and sealed. The cases were in a schoolhouse, and the door and windows of the latter were also sealed and locked on the eve of the race. Bearing in mind the fiasco of last year growing out of the liberal supply of tacks and nails distributed over the highway by the inhabitants, elaborate precautions were taken to prevent a repetition of such a calamity. The course was, in addition, well patrolled by monitors supplied by the competing countries to note that repairs were made in accordance with the regulations, and particularly to watch what is known as the "hairpin" corner to prevent any of the competitors cutting across lots and thus saving a mile or two of the course.

Two cylinder engines were employed on all the competing machines with the exception of the three entered by Germany, which were equipped with single cylinders of 4 inches diameter by about 3½-inch stroke. The English machines were characterized not alone by much smaller cylinders owing to the duplication, but also had a very much longer stroke in proportion, most of their machines being slightly under or over 3 inches diameter by 3½ to 3¾ inch stroke. All the machines were belt driven, many of them being of such unusually long wheel base that the belts were very long. Accumulators and coils were on all the French and English competitors, while both the Germans and Austrians employed the low tension magneto.

The twelve riders were sent away in the following order at two-minute intervals from 10 o'clock: 1, Demester (Griffon), France; 2, Carl Mueller (Progress), Germany; 3, J. S. Campbell (Ariel), England; 4, Toman (Laurin-Klément), Austria; 5, Giuppone (Peugeot), France; 6, Menzel (Progress), Germany; 7, H. A. Collier (Matchless), England; 8, Nikodem (Puch), Austria; 9, Cissac (Peugeot), France; 10, Jahn (Progress), Germany; 11, C. B. Franklin (J. A. P.), England, and 12, Wondrich (Laurin-Klément), Austria.

The French all got away well, Campbell was slow in getting off, and Nikodem and Collier about the best. The Germans were late in arriving, and had a lot to do to get their high powered single cylinder machines going.

As was to be expected with such ma-

chines, there was no end of trouble, two of the Germans being compelled to retire in the second round, while at the end of the fourth but six out of the twelve competitors were left in the running. The Englishmen shared practically the same fate as the Teutons, being beset by all manner of troubles. In spite of the sharp turns, but one rider skidded at the "hairpin" corner, and without doing any damage. At this stage Wondrich (Austria) was leading by a minute and a half, Giuppone (France) being second, and from then on to the finish was never headed. His net time was 3:05:15, and his average speed 54¼ miles an hour. Giuppone finished in 3:35:02, and was the third rider to cross the tape, Demester, who actually finished second, having been disqualified for disregarding the rules by using a new spare wheel after an accident. Only three in all completed the circuit, Nikodem and Collier, of Austria and England, respectively, who were competing for third place, both breaking down.

With their characteristic lack of sporting instinct, the Frenchmen proposed a rule at the eleventh hour which acted as a boom-crang. The French club took the defeat in a sportsmanlike manner, but the French makers are said to have been much chagrined, and to have said, "That's the end of the International Cup; we shall not compete again." In short, but a repetition of what they had evidently planned to do in the case of the Bennett race should they have lost.

This race may be termed the smaller Bennett Cup race, as it is planned and carried out much after the fashion of its prototype. But as far as its benefits to the industry or the public are concerned, it is an utter waste of time and money. Although hardly out of its swaddling clothes, motorcycle racing has already reached the stage that yacht racing required almost a quarter century to come to. The competitors are, in short, cumbersome, unwieldy affairs that can serve no other purpose than that of speeding, often to the danger of the rider, as their weight is out of all proportion to the engines with which they are encumbered. Where appearance is concerned, they are little short of absolute monstrosities. As an instance of the high power at which all are rated may be cited some of the English entrants, whose machines average 9 horsepower, none being under 6, and the majority of those entering the eliminating trials being 10 to 12 horsepower. The actual horsepower of the competitors does not appear. However, it cannot be said that in whatever aspect the contest may be viewed, any benefit, direct or otherwise, is to be derived from it. Rather the contrary, as the time and labor spent in contriving these freaks might better be employed in improving a commercial machine.

As a result of a sudden burst of conscientiousness on the part of the members of the Brooklyn police force, eight bicyclists were gathered into the fold within half an hour on last Wednesday evening for violation of the lamp law. Subsequently all but two of them were let go from court with a solemn warning. The others were fined a nominal amount for contempt in not appearing at the specified hour.

VAILSBURG TRACK RE-OPENS

Fourth of July Enthusiasm Stimulated by Close Contests—Dorlon a Star.

Highly meritorious racing with close finishes and an enthusiastic crowd of about three thousand marked the afternoon meet at the famous old Vailsburg board track, Newark, N. J., July 4th. As track racing has been practically at a standstill in Newark since Decoration Day last, the resumption of racing at the old board track came as a blessing to the "fans" and riders, and the manner in which the former cheered the riders in the several close finishes conclusively proves that interest in the game is still at fever heat.

The fastest and most exciting event of the afternoon meet was the one mile open, for professionals. E. F. Root and John Bedell and Oliver Dorlon and Joe Fogler teamed, and the combination proved a strong one. In the first heat, despite the fact that Dorlon rode alone against the Root and John Bedell team, the Sheepshead Bay sprinter beat them out at the tape. Bedell finished second and Root third. Fogler took the second heat, with Menus Bedell second. The popular Long Island rider has just returned from a profitable European tour, and his appearance on the track was the signal for a long and continued burst of applause from the grand stand. Actually, the Lynbrook rider has had his hair cut since returning. In the second heat W. R. Lee, of New York, crossed the tape third. These six riders qualified for the final heat. On the bell lap Fogler jumped to the front, with Dorlon trailing his rear wheel. Lee, Root, John Bedell and Menus Bedell followed in the order named. On the backstretch Dorlon unwound his sprint and assumed the lead. Root moved up on the outside, pulling John Bedell, and in this position they rounded into the homestretch bunched. Dorlon was not to be denied, however, and maintaining his position on the pole, flashed across the tape first by inches. Menus Bedell, unnoticed, came around the rear on the outside, and with a lightning burst of speed stole second place away from Root in one of the prettiest struggles that has taken place on the Vailsburg saucer in years. John Bedell was fourth. The time was 2:34 4-5.

In the two-mile handicap the Dorlon-Fogler combine was too great for the other money chasers, and these riders crossed the tape in the order named. Dorlon started out with 30 yards handicap and Fogler with 60 yards. The Sheepshead Bay sprinter soon overhauled his team-mate, and from then on it was easy riding for the pair. The fair-haired Root started from scratch and managed to squeeze into third place. W. R. Lee, of New York, with 90 yards, was fourth. Time, 4:27 3-5. Ernest Lang and John King, both of Newark, tied for lap prizes, each winning three. Fogler led the bunch once. George Glusson, the Newark rider, took a nasty spill just before the bell lap by his tire coming

off. His arm was scraped badly, but not enough to keep him out of the night meet.

August Huran, the little New Yorker who ran away with first time prize in the fifty-mile road race of the Century Road Club of America on Long Island, June 18, was graduated from the novice class by winning the half-mile event. D. J. McIntyre, another New York rider, who has been striving for a year or more to finish first in a novice, crossed the tape a close second. L. Bassini, of Newark, finished third. The time was 1:12 3-5.

Edward Rupprecht and Charles Franks, the representative sprinters of the Bay View Wheelmen, of Newark, teamed in the half-mile amateur, and in the homestretch the latter, with C. A. Sherwood, of the Pellet team, New York City, and Teddy Billington, the "Pride of Vailsburg," had a gruelling struggle for first place. Franks led Sherwood to the tape, while Rupprecht, getting his second wind, nosed out Billington at the ribbon, the latter being "all in." The half mile was covered in 1:05.

In the five-mile amateur handicap Franks did all the donkey work in the early stages and then fell out. For a while it looked as if the back markers would not fill in the gap, but a hot sprint in the last two laps, in which James Zanes, the lanky Newark sprinter, set the pace, did the trick. Rupprecht flashed over the tape first. Henry VandenDries, the fast little sprinter of the Tiger Wheelmen, of New York City, appeared on the track with a brand-new wheel and ran away with second place, fully carrying out the predictions made at the beginning of the season that he would "do things." Frank McMillan, of Hoboken, 300 yards, was third, and August Huran, of New York City, with 250 yards handicap, rode his first track race as an amateur and finished fourth. The time was 12:34 4-5. Summaries:

Half-mile novice.—August Huran, New York, first; D. J. McIntyre, Williamsbridge, second; T. Bassini, Newark, third. Time, 1:12 3-5.

Half-mile open, amateur.—Charles Franks, Bay View Wheelmen, Newark, first; Charles A. Sherwood, Pellet team, New York City, second; Edward Rupprecht, Bay View Wheelmen, third; Teddy Billington, Vailsburg, fourth. Time, 1:05.

Five-mile handicap, amateur.—Edward Rupprecht, Bay View Wheelmen, Newark (scratch), first; Henry VandenDries, Tiger Wheelmen, New York City (300 yards), second; Frank McMillan, Hoboken (300 yards), third; August Huran, New York City (250 yards), fourth. Time, 12:34 4-5.

One mile open, professional.—Oliver Dorlon, Sheepshead Bay, first; Menus Bedell, Lynbrook, second; E. F. Root, Boston, third; John Bedell, Lynbrook, fourth. Time, 2:35 4-5.

Two mile handicap, professional.—Oliver Dorlon, Sheepshead Bay (30 yards), first; Joseph Fogler, Brooklyn (60 yards), second; E. F. Root, Boston (scratch), third; W. R. Lee, New York City (90 yards), fourth. Time, 4:27 3-5. Lap prize winners—Ernest Lang, Newark (3); John King, Newark (3); Joe Fogler, Brooklyn (1).

NIGHT RACES AT VAILSBURG

Inaugural Meet Under Electric Light a Success—Dorlon and Bedell Winners.

It is quite refreshing to cycle racing enthusiasts to know that the game is not going to be allowed to pass into obscurity in the East, because of the decision of a few peanut politicians who, for party reasons, attempt to place a ban on the most popular of all sports. That cycle racing in this part of the United States is once more to be placed on the plane to which it pre-eminently belongs was decided with a flourish on the Fourth of July, when the inaugural night meet at the Vailsburg board track in Newark, N. J., was held. Since May, when the drastic edict went forth from that enlightened body of Newark's Board of Police Commissioners, who imagined they held the whip hand, that there would be no more Sunday racing at the famous old board track, the game has been in statu quo, and for a time the outlook looked very dark indeed. Now that night racing will be a feature every Saturday night, and possibly on Wednesday evenings, the prospect for a successful season appears unusually bright.

The Vailsburg track is now lighted with forty-three arc lights, each of 2,000 candle power, placed around the track at a distance of 24 feet apart, the rays of which are more than sufficient to light up the boards for the riders, while a high light tower in the centre of the arena dispels the gloom so that the spectators are enabled to see the riders while they are on the backstretch.

On Tuesday night conditions were perfect for a successful meet. The air was cool, and the riders seemed to sprint for the joy they derived from it, and the spectators were amply rewarded by witnessing some stirring finishes. While the attendance was not record-breaking—numbering only about 2,000—this fact does not portend lack of interest on the part of the public, as the night meet had only been announced a night or two previous.

As has been said before, the spectators saw some exceedingly close brushes in the finals, and the riders were enthusiastically cheered to the echo as they sprinted down the stretch for the tape in the different events. The first heat in the quarter-mile novice resulted in a victory for Alfred Judge, of the Tiger Wheelmen, of New York City. Two added starters, Harry E. Scott, Newark, and G. T. Jerome, New York City, crossed the tape respectively second and third. The time was 0:36 2-5. Frank Cobb, of Newark, crossed the tape first in the second heat by a narrow margin over Joseph M. Eidler, the Century Road Club Association representative from Brooklyn. L. Humber, of Newark, finished third. Time, 0:31 2-5. Eidler finished first in the final heat, leading Judge across the tape by half a length. Cobb was third. The time for the half mile was 0:33 4-5.

The one-mile open for amateurs brought out

a long string of aspirants. Edward Rupprecht and James Zanes, both of Newark, had a hard struggle for first place in the first heat after a seeming desire to loaf in the back stretches, the former winning out by inches. Henry Vanden Dries easily secured third place. Time, 3:07. Teddy Billington, of Vailsburg, won the second heat handily in 2:45. Charles Franks, of Newark, was second, and W. J. Kluczek, of the same town, finished third. Zanes did the donkey work for two laps in the final. At the bell Franks was leading, with Rupprecht, Billington and Zanes close behind. When the riders rounded the turn into the stretch, Zanes let out his long slender legs, and straightway began to unwind a sprint that carried him across the tape first, a full length ahead of Rupprecht. Franks rode across third, and Billington was fourth. The time was 2:54 3-5.

The two-mile amateur handicap was productive of good sport. Billington, Rupprecht and Franks were the scratch men, and by clever team work overhauled the long markers, who had 240 yards lead, in the fifth lap. Joseph Eiffler took a tumble in the third lap, and Charles Sherwood and Frank W. Eiffler locked handlebars when rounding the turn for the bell lap. The finish was a "cracker," and only a few inches separated the first four men. Charles Franks, of the Bay View Wheelmen, had the advantage, with Rupprecht close at his heels. The struggle for third place was exceptionally keen, and resulted in Henry VandenDries beating out Billington in a blanket finish. VandenDries had a handicap of 180 yards, and soon overhauled the leaders. In the bell lap he unwound a long sprint that caused many of the youngsters to fall by the wayside, and his long spurt put him in third position at the finish. Time, 4:32 1-5.

Oliver Dorlon, Menus Bedell, John Bedell, Joseph Fogler, E. F. Root and W. R. Lee all qualified for the final in the half-mile open, professional, and this race was one of the features of the electric light meet. Root and John Bedell and Dorlon and Fogler elected to team, and the dual combination played havoc in the results. Root had the pole on the bell lap, and John Bedell, his stablemate, was clinging tenaciously to his rear tire. All the other riders were bunched close behind. Root maintained his advantage until the tape was crossed, and the finish was so close that only an experienced judge could have picked out the leaders. Menus Bedell's clever riding in the stretch succeeded in breaking up the Root-Bedell combine, Menus shoving his nose across for second place. John Bedell was third, with Oliver Dorlon two inches in the rear. It was a soul-stirring finish and the cycle gallery gods arose to the occasion. The time was 1:02 1-5.

A long string of money chasers started in the five-mile handicap for professionals, with a dollar to the leader of each lap. Ernest Lang, of Newark, was the long marker, with 350 yards, and headed the procession for two laps. Then Arthur Mitchell, the clever New Orleans sprinter, with 280 yards, got

into the running and unwound a sprint that surprised even the old timers in the bleachers, who have seen more than one nonentity suddenly spring into prominence on the Vailsburg oval. Mitchell led the bunch at a terrific clip for three laps and then dropped back, exhausted. Root had overhauled the limit men and was leading at the second mile. W. R. Lee, 150 yards, was in front at the third and fourth miles. Fogler led the bunch at the bell. The sprint for the tape was a pretty one and resulted in John Bedell shoving his wheel across a few inches ahead of Dorlon. Root followed, third, and Menus Bedell finished fourth. The time was 11:32 4-5. Summaries:

Half-mile novice. — First heat — Alfred Judge, Tiger W., New York, first; Harry E. Scott, Newark, second; G. T. Jerome, New York, third. Time, 0:36 2-5. Second heat — Frank Cobb, Newark, first; Joseph M. Eiffler, C. R. C. A., Brooklyn, second; L. Himber, Newark, third. Time, 0:34 2-5. Final heat — Eiffler, first; Judge, second; Cobb, third. Time, 0:33 4-5.

One mile open, amateur. — First heat — Edward Rupprecht, Bay View W., Newark, first; James Zanes, Newark, second; Henry VandenDries, Tiger W., New York, third. Time, 3:07. Second heat — Teddy Billington, Vailsburg, first; Charles Franks, Bay View W., Newark, second; W. J. Kluczek, Newark, third. Time, 2:45. Final heat — Zanes, first; Rupprecht, second; Franks, third; Billington, fourth. Time, 2:54 3-5.

Two mile handicap, amateurs — Charles Franks, Bay View W., Newark (scratch), first; Edward Rupprecht, B. V. W., Newark (scratch), second; Henry VandenDries, Tiger W., New York (180 yards), third; Teddy Billington, Vailsburg (scratch), fourth. Time, 4:32 1-5.

Half-mile open, professional. — First heat — Oliver Dorlon, Sheepshead Bay, first; Menus Bedell, Lynbrook, second. Time, 1:16 2-5. Second heat — John Bedell, Lynbrook, first; Joe Fogler, Brooklyn, second. Time, 1:19. Third heat — E. F. Root, Boston, first; W. R. Lee, New York, second. Time, 1:15 2-5. Final heat — Root, first; John Bedell, second; Menus Bedell, third; Oliver Dorlon, fourth. Time, 1:02 1-5.

Five mile handicap, professional. — John Bedell, Lynbrook (50 yards), first; Oliver Dorlon, Sheepshead Bay (50 yards), second; E. F. Root, Boston (scratch), third; Menus Bedell, Lynbrook (scratch), fourth. Time, 11:32 4-5. Lap prize winners — Ernest Lang, Newark (2); Arthur Mitchell, New Orleans (3); E. F. Root, Boston (2); Joe Fogler, Brooklyn (3); W. R. Lee, New York (6); George Glasson, Newark (2); John King, Newark (1).

Exciting Motorcycle Race at Baltimore.

Several thousand people went to Electric Park, a few miles from Baltimore, Md., July 4, to witness the good card of events in the combination cycle and automobile meet, promoted by Howard A. French. Easily the best event was the motorcycle pursuit race.

It was run in three two-mile heats, with a ten-mile final. L. J. Hayden crossed the tape first in the first heat several lengths ahead of Joseph Beehler. The time was 2:21 1-5. Ray Thomas, Herbert Webber, Charles Callahan and G. B. Pompei also qualified for the final. The final heat was a "cracker." Thomas, on a 1½ horsepower Indian, took the pole and the lead at the start, and soon put a gap between himself and Charles Callahan, his nearest opponent, who straddled a 4 horsepower foreign machine. In the ninth mile Thomas's engine began to miss fire, and Callahan rapidly pulled down the Indian's lead and passed it at the tape by only half a length. The time was 15:04.

The one mile novice, bicycle, was won by Lawrence Kimball, of the Patterson Wheelmen, Baltimore, after a hard sprint with Charles O. Reville. Time, 3:00. Two automobile races completed the programme. Summaries:

One mile novice. — First heat — Laurence Kimball, first; Charles Reville, second; Edward Schoen, third. Time, 3:14 1-5. Also ran — Harry Hafferman. Second heat — Wilbur Shaw, first; Max Kamburger, second; Louis Schneider, third. Time, 2:55. Also ran — Thomas Wingrove and Joseph F. Behrens. Final heat — Kimball, first; Reville, second; Kamburger, third. Time, 3:00.

Australian pursuit race, motorcycles. — First heat — L. J. Hayden, first; Joseph Beehler, second. Time, 2:21 1-5. Second heat — Ray Thomas, first; Herbert Webber, second. Time, 3:16 2-5. Third heat — Charles Callahan, first; G. B. Pompei, second. Time, 3:13 1-5. Final heat, 10 miles — Charles Callahan, first; Ray Thomas, second. Time, 15:04.

Logue First at Gloucester City.

Riding with 25 yards' handicap, Daniel Logue, of Philadelphia, sprinted away with first prize in the one-mile handicap race at the Washington Park track, Gloucester City, N. J., Tuesday, July 4. John Coyle, scratch, finished second, and Richard McCauley (35 yards) was third. Time, 2:46. These riders finished in the same order in the half-mile open. Time, 1:48. Several thousand pleasure seekers who had come to the Delaware River resort for the day, watched the contests. Summaries:

One mile handicap, amateur. — Daniel Logue, Philadelphia (25 yards), first; John Coyle (scratch), second; Richard McCauley (35 yards), third. Time, 2:46.

Half-mile open, amateur. — Daniel Logue, Philadelphia, first; John Coyle, second; Richard McCauley, third. Time, 1:48.

Koppe a Winner at Dunkirk.

Of the several amateur bicycle races which formed a feature of the Independence Day celebration of the Young Men's Christian Association at Dunkirk, N. Y., J. Koppe won the half-mile event in 1:15 2-5, while the one-mile went to Charles Shaffer in 3:18. Shaffer also finished first in the five-mile event in 14:46, and won the four cornered pursuit race.

CHAMPION AWHEEL AGAIN

Former Pace Follower Rides Well at Revere Beach Giving Walthour a Close Contest.

Albert Champion, who deserted the boards two years ago to go into the automobile business, certainly proved to the "fans" in a convincing manner at the Revere Beach track, Boston, last Saturday night, 1st inst., that he is still able to push the pedals for the fleeting green. The race was a three cornered motor paced affair between Champion, of Boston; Moran, of Chelsea, Mass., and Walthour, of Atlanta, Ga.

Champion has been hailed as a "has been" by his friends, and this title did not please him, the former pace follower maintaining that he was still able to keep up with the fastest. The race was fixed upon to decide the matter, and, notwithstanding his two formidable opponents, Champion managed to "cop" second money, defeating Moran by over five laps, and was but three-quarters of a lap behind the leader, Walthour, at the tape. The time for the twenty-five miles was 36:16 2-5.

Moran, paced by Saunders, drew the pole; Champion, with Turville up, was second, and Walthour, in tow of Gus Lawson, was on the outside. It was from a standing start. The Chelsea rider got away in the lead, but was jumped by Walthour in the second lap. Champion made a slow start, and was over half a lap behind at the first mile.

At five miles Walthour was leading Champion by three-quarters of a lap and Moran by a quarter. The latter had been trailing the Southerner, but Walthour gradually pulled away. In the tenth mile Champion opened up a sprint that surprised the two thousand spectators in the grandstand and gained half a lap. The French Bostonian soon overhauled Moran, and the rest of the race was between Champion and Walthour. The Atlantan tried his best to shake the wonderfully rejuvenated pace follower, but without success, and the finish saw Walthour leading by only little more than half a lap. After the race Moran filed a protest against Walthour for running him wide, but the complaint was not allowed.

Close finishes were the order of the evening. In the one-mile handicap F. Younie, a brother of the fast Boston rider, made his debut on the track. He was with the leaders when his rear tire came off. Younie was thrown heavily, but beyond a general shake-up was not injured. In the final heat Downey was on scratch, with McKinnon, C. Connolly, T. Connolly, McDonald, Drea, Howland, E. S. Collins and W. S. Younie strung out in front. Collins, who was riding his first race since the amputation of a finger on June 17, signaled his return to the track by beating out Matt Downey in a blanket finish. W. F. Drea crossed the tape third by a narrow margin. Time, 2:05 4-5.

Immediately after the handicap the ama-

teurs lined up for the ten-mile open, with lap prizes to make things interesting. W. G. Holbrook led the first mile, and D. Connolly captured second and third. McKinnon led at the fourth mile, and in the fifth F. Younie won his first prize. Harvey Giles led the sixth, Holbrook the seventh, and Giles worked his way to the front again in the eighth. A spill put three of the riders out of the running and the field shifted. Barry led in the ninth mile. At the last half-mile Downey took the initiative by unwinding a long sprint that brought the spectators to their feet. He flashed over the tape first by half a length over McDonald. Coffey finished third. The time was 25:37 4-5. Summaries:

Twenty-five miles motor-paced between Albert Champion, Boston; Robert Walthour, Atlanta, Ga., and James F. Moran, Chelsea,

yards), first; A. W. McDonald (35 yards), second; W. S. Younie (50 yards), third. Time, 2:03 2-5. Final heat—E. L. Collins, first; Matt Downey, second; W. F. Drea, third. Time, 2:05 4-5.

Ten-mile open, amateur—Matt Downey, first; A. W. McDonald, second; J. B. Coffey, third; E. L. Collins, fourth. Time, 25:37 4-5. Lap prize winners—Harvey Giles (2), W. G. Holbrook (2), D. Connolly (2), J. J. McKinnon, F. Younie and M. J. Barry, 1 each.

Real Motorcycle Races at Bridgeport.

Oscar Hedstrom and Stanley T. Kellogg divided honors at the Bridgeport (Conn.) Motorcycle Club's race meet on the Fourth on the three lap cement track on Steeplechase Island. They used their heads and their throttles, and some real racing resulted. Indeed, Hedstrom cut it so fine in the five miles event that he was beaten by a scant four inches. Summary:

One-mile club race—Stanley T. Kellogg (Indian), first; G. W. Hall (Indian), second; J. Stanton (Indian), third. Time, 1:33.

One-mile, for stock machines—Oscar Hedstrom, first; Stanley T. Kellogg, second; G. W. Hall, third. Time, 1:33.

Three miles—Oscar Hedstrom, first; Stanley T. Kellogg, second; G. W. Hall, third.

Five miles exhibition by Stanley T. Kellogg—Time, 6:54.

Five miles—Stanley T. Kellogg, first; Oscar Hedstrom, second; G. W. Hall, third. Also ran: C. F. Colton (Campbell) and L. I. Treat (Orient).

"Stars" Absent—Night Meet Postponed.

Owing to the absence of several of the "stars," the second electric light meet at Vailsburg, which was scheduled for to-night, has been postponed until Saturday night, July 15. Frank Kramer, who by that time will have arrived in America from his European tour, where he "cleaned up" most all the European sprinters, will ride his first race on returning. Floyd McFarland is now in New York, and will bestride his wheel at Vailsburg on the 15th, as will also Iver Lawson, the world's champion, the latter now being on his way East from Salt Lake City. Besides the usual card of professional and amateur events, Teddy Billington and James Zanes will ride a team match race against Charles Franks and Edward Rupprecht, the two speedy members of the Bay View Wheelmen, Newark, N. J.

Stream Wins Columbus Motorcycle Race.

Two Indian motorcycles, ridden by George Stream and James Fitzgerald, both of Newark, Ohio, finished, respectively, first and third in the five-mile motorcycle event that formed a feature of the Fourth of July automobile meet at Columbus, O. James A. DeGruchy, on a Columbia, was second. The time was 7:08 2-5. While on his way back from the races, Stream, who is the Newark agent for Indians, was run into and knocked down by a speeding automobile. He was bruised considerably, but managed to ride home on Fitzgerald's machine, his own having been smashed to pieces. The identity of the automobilist was not learned.



NEW YORK BRANCH 214-216 WEST 47TH ST.

Mass.—Walthour, first; Champion, second, and Moran, third. Time, 36:16 2-5.

Miles.	Leader.	Time.
1—Walthour	1:35
2—Walthour	3:01 1/2
3—Walthour	4:29
4—Walthour	5:55 1/2
5—Walthour	7:20 1/2
6—Walthour	8:45 1/2
7—Walthour	10:09 1/2
8—Walthour	11:36 1/2
9—Walthour	13:01
10—Walthour	14:25 1/2
11—Walthour	15:49 1/2
12—Walthour	17:13 1/2
13—Walthour	18:38 1/2
14—Walthour	20:06 1/2
15—Walthour	21:37 1/2
16—Walthour	23:06 1/2
17—Walthour	24:24 1/2
18—Walthour	25:41
19—Walthour	27:03 1/2
20—Walthour	28:22
21—Walthour	29:43 1/2
22—Walthour	31:06 1/2
23—Walthour	32:24 1/2
24—Walthour	33:49
25—Walthour	35:16 1/2

One-mile handicap, amateur—First heat—Matt Downey (scratch), first; J. J. McKinnon (40 yards), second; C. Connolly (100 yards), third. Time, 2:04 2-5. Second heat—W. F. Drea (110 yards), first; G. L. Howland (95 yards), second; E. L. Collins (65 yards), third. Time, 2:06 4-5. Third heat—T. Connolly (80

BICYCLE IDEAS IN AIRSHIPS

What Aeronautical Inventors Have Borrowed—What Most of Them Fail to Get.

"Now, what has my airship got to do with bicycles?" asked George, somewhat plaintively.

He is, by the way, a skilled architect, a most ingenious machinist, and, above all, an inventor, principally of aeroplanes or airships, as they are popularly known. "It does not take more than a glance at the machine to get a complete answer to that question," was the response. "Right in plain sight you have the making of no less than two complete bicycles—one a full fledged specimen, and the other a juvenile, although it would take a champion infantile prodigy to ride wheels as small as those tail-enders. As for frames, you have enough tubing to start a small man in the business. There would be enough after you got through constructing two machines with the wheels and tires available, to make up quite a stock."

"Oh, well, bicycles are in your line," said George to his friend of the *Bicycling World*, at the same time regaining his perennial good nature. "You are forever nosing around for something that has a bicycle attached to it, and it doesn't seem to matter how little it happens to be attached. I swear you must be what they call a 'penny a liner' over on the other side. If you can ring the word bicycle in anywhere, it's a story and you write it up."

"Not quite as bad as that, old man. That contrivance of yours is simply bristling with copy all over. In addition to being mounted on bicycle wheels port and starboard, as well as fore and aft, it is a mass of bicycle tubing and has an engine that is only a small brother to some of the motors that are mounted on motorcycles, in spite of the fact that you say it is good for twenty or more horsepower. Why, man alive, the thing is nothing but a hybrid cross between a bicycle and a motorcycle, with the rather important distinction that both of those animals can travel and this dark horse of yours has never gotten further than taking an airing outside of its paddock. When is it going to take to the air?"

"Don't you worry about that at all; we will get there all right. If we get the motor going, we will fly, and that is all there is to it."

"But your wife isn't doing any more worrying about the danger of your having a fall, George, for I told her you never would get high enough to hurt yourself any. You certainly would not raise any large bumps from falling out of that canvas couch from which you are going to direct that bird."

"You win. Stop your jollying, and I'll let you make all the copy you want out of it. What do you want to know?" Upon receiving the assurance that all details would be acceptable, George started in.

"To begin from the ground floor, there are those bicycle wheels which seem to have first called your attention to the fact that an airship might make copy. Do you want the number of spokes; the diameter of the wheel and the brand of tires on them?"

"Oh, no, I can see that; it does not require an aeronaut to explain such details as those. But what on earth makes those tires look so overfed?"

"You see, you don't know it all, even where tires are concerned. Just to be sure of not having punctures, I took an old pair and carefully put them over those that are pumped up."

"Punctures! You surely do not expect that the birds are going to peck holes in them when you get a-flying, do you? That should not do any harm unless you rely on the air in the tires to lessen the shock when you fall," was suggested.

"That doesn't call for an answer, but I might just remind you that we have to run along the road before we get in the air, and the roads hereabout are apt to perforate the tires."

"To get down to business: The frame is built of inch and a half aluminum tubing of about twenty gauge, reinforced throughout with taut piano wire after the fashion of most airships. The aeroplane itself is light canvas duck stretched over the frame, and has an area of about 240 square feet; a little less, possibly, on account of the movable aluminum planes, which take up a portion of the surface. These are controlled, as well as the rudder, from this large aluminum wheel here, right in front of the operator, and their function is to alter the angle of incidence, if you know what that means." Being assured on this point, George again proceeded. "To get down to the motor, which is, of course, the whole thing on an airship that has no balloon to hold it up in the air, this is a six-cylinder horizontal opposed engine, with cylinders 3 1/4 inches in diameter, with a stroke of 3 1/4 inches, and at 2,000 revolutions per minute its rated horsepower, is between 20 and 24."

"It is well you put in that 'rated,'" was interpolated. "She has never run so that a boy could not stop her with his hand, has she?" And George was compelled to admit that his specially designed motor had never "moted" to any remarkable extent.

"It is air cooled, as you will notice," he continued, "the outside of the cylinders being turned smooth and wrapped with helical coils of wire to increase the radiation, and which give it the appearance of having a portion of a cast off wire mattress impressed for that function. I put a standard three-quarter inch carburettor on it, and there doesn't appear to be any difficulty in that direction, but I have always had more or less trouble with the distributor; that has been a problem to figure out. I have built several of them, each one better than the other, and while every one of them worked, I don't seem to be any nearer a solution of the problem than before. I have finally come

to the conclusion that I am barking up the wrong tree, and have decided that the trouble lies either in the compression or the mixture, I'm not sure which, but it is certain to be either one or the other, as she will turn over beautifully. Sad to relate, however, it is only an exhibition run, so far as she doesn't develop enough power to run a sewing machine. But we'll get there just the same.

"As the motor doesn't have to start under load, no clutch or transmission is necessary, the power being transmitted direct by sprocket and chain to this shaft, carrying a propeller at each end, and from there other sprockets and chains turn the remaining shafts, which carry seven three-foot aluminum propellers in all. Each one of those propellers has been tested at different speeds and has been found to develop anywhere from seven to fourteen pounds pull on a scale. I tried aluminum blowers before I came around to the propeller idea, but they simply made holes in the air. I figure that with seven propellers of this size and pitch acting upon an aeroplane of the dimensions given, I will be able to develop a lifting power of 2,400 pounds, and with an engine speed of 2,000 a minute, fly through the air at the rate of forty miles an hour."

"I presume you have calculated it all out to a nicety," was suggested.

"Yes, I have it down to a fine point. I have been figuring on it for years, and know exactly what the machine will do and what is to be expected of it."

"Has it ever struck you, George, that your machine lacks that one more or less unimportant detail that has characterized nine out of ten airships and flying machines?" was asked. "In fact, it is a little thing, very small, to be sure, that forms a feature of the vast majority of the wonderful inventions that are going to revolutionize whole industries and life in general. They are all beautifully planned; calculated to do everything that is claimed for them down to a negligible decimal fraction, and are businesslike things to look at, some of them, but they all seem to lack that one little thing that none of the optimistic inventors apparently take into account."

"Well, what is it?" asked George. "Maybe that is what I'm looking for and have forgotten."

"It is, undoubtedly, for that small and unimportant detail, seldom referred to by the inventor except in the most casual manner, is the fact that his invention, like your airship here, will not go."

Trouble Over Sidepath Question

Bicyclists of Monroe County, N. Y., are again beginning to get uneasy over the sidepath question. No license tags are to be purchased in Churchville, where they were formerly to be obtained, yet from the fact that several arrests have been made recently it would seem that the sidepath commission is still extant and prepared to do at least a part of its duty.

WALTHOUR QUILTS AT BOSTON

Cuts a Race to Catch a Train—Turville Wins 5-Mile Motorcycle Event.

"Bobby" Walthour has been doing stunts again, this time at Boston. At the Revere Beach track on July 4 a "big" six-hour race between Walthour, McLean, Moran and Caldwell was expected to be the feature. As Walthour had to take a night train for New York City to sail for Europe the next day, the management of the Revere Beach saucer put on the "big" race first, the erratic Southerner agreeing to ride until 4:30 o'clock. Walthour, at thirty-seven minutes before the time was up dismounted, rushed to his training quarters and donned street clothes before any one was aware of his intentions. He gave as his excuse that he was nervous about missing the train and then the boat, which would mean a loss of \$3,000. This lame excuse didn't go with the large crowd of spectators, and the flighty Atlanta rider was hissed from the track.

As far as real racing goes, the event was uninteresting. The time was cut down two hours and a half. When the riders were called from the track James F. Moran, of Chelsea, led with a mileage of 131 and 1,540 yards. Harry Caldwell, the big Manchester woodchopper, was second, with 112 miles 440 yards to his credit. Walthour had ridden 106 miles 220 yards when he quit. A fall put Hugh MacLean, of Chelsea, out of the running at 51 miles 880 yards.

The amateur event was far more interesting. Nineteen riders breasted the tape in the ten-mile open. On the first mile Dreg-horn and Barry snapped their chains and retired. McClellan led at the first mile; Giles, the second; T. Connolly, the third, and E. L. Collins, the fourth. The spasmodic sprinting strung out the field, and at five miles ten had been lapped. Three laps to

go, McKinnon, pulling Coffey, sprinted to the front, but at the bell lap Matt Downey's superior speed and strength carried him around the leaders. Downey crossed the tape first, with Coffey half a length behind. McKinnon managed to finish third after a hot sprint with Collins. Time, 25:37 3-5.

The five-mile motorcycle race was a "thriller," the motors being operated by Ruden, Briggs, Turville and Schultz. Turville got away in the lead, with Schultz second, Briggs third and Ruden last. Schultz's motor began to miss fire after one mile had been reeled off, and he left the track. Turville finished first, with Ruden second and Briggs last. The time was 6:34 3-5. Summaries:

Three and one-half hours' motor paced, professional—James F. Moran, first, 131 miles 1,540 yards; Harry Caldwell, second, 112 miles 440 yards. Walthour dropped out at 106 miles 220 yards, and MacLean at 51 miles 880 yards.

Ten-mile open, amateur—Matt Downey, first; D. J. Coffey, second; J. McKinnon, third; E. L. Collins, fourth. Time, 25:37 3-5.

Five miles open, motorcycle—Turville, first; Ruden, second; Briggs, third. Time, 6:34 3-5. Also ran—Schultz.

Los Angeles to Have a Track.

It has been definitely decided to build a track at Los Angeles, Cal. The new track will be modelled after the Ogden, Denver and Salt Lake City saucers, and will be eight laps to the mile. T. O. Angeel, who is responsible for those at these three cities, will construct the one at Los Angeles. Harry T. Heagren, manager of the Ogden and Salt Lake tracks, will control the new one.

Fred Hill Wins Road Race.

Fred Hill, riding with a handicap, crossed the tape first in the ten-mile handicap road race at Needham, Mass., on Monday afternoon, 3d inst. Two scratch men, J. McDonald and R. Wyatt, finished, respectively, second and third. McDonald won first time prize, riding the distance in 26:02. Wyatt's time was 26:03.

FROSTY SUNDAY AT DENVER

Sunday Racing Finds Scant Favor in the Silver City—An Uninteresting Meet.

All Denverites are good people — good enough, at least, to put a frost on Sunday cycle racing. The first Sunday meet was attempted on the new Colorado saucer on June 26, and, contrary to expectations, proved an utter failure. Not only was there a small crowd, but most of the riders refused to mount their wheels, even the professionals, an unprecedented occurrence. Hereafter the meets will be confined to week days, in view of so much feeling against Sunday racing.

The quarter-mile amateur resulted in an easy victory for Speakman. Lloyd Doehr finished second, with Buckingham third. The time was 0:34 4-5. G. R. Boyd rode a two-mile exhibition on a motorcycle. The first mile was covered in 1:18 1-5, and the second in 1:13 4-5.

Unlimited pursuit races constituted the rest of the programme. Lloyd Doehr caught his brother, Alfred, at one and seven-eighths miles, in 4:20. The best of the pursuit races was between Ray Stites, of Vailsburg, N. J., and W. L. Mitten, of Davenport, Iowa. At the start the Iowa rider unwound a long sprint that nearly brought him up to his opponent, but after that the New Jersey rider steadily increased his lead until he overhauled Mitten at the two and a quarter-mile post. The time was 4:53. Frank Starbird overhauled W. J. Gregory in one and one-fourth miles. Time, 2:37. Summaries:

Quarter-mile open, amateur—Speakman, first; Lloyd Doehr, second; Buckingham, third. Time, 0:34 4-5.

Unlimited pursuit race between Lloyd Doehr and Alfred Doehr—Won by Lloyd Doehr. Distance, 1½ miles. Time, 4:20.

Unlimited pursuit race between Ray Stites, of Vailsburg, N. J., and W. L. Mitten, of Davenport, Iowa—Won by Stites. Distance, 2¼ miles. Time, 4:53.

Unlimited pursuit race between Frank Starbird and W. J. Gregory—Won by Starbird. Distance, 1¼ miles. Time, 2:37.

Two-mile motorcycle exhibition by G. R. Boyd—Time by miles, 1:18 1-5, 1:13 4-5.



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The New Trip Cyclometer.



Price, - - - \$2.00.

The cut shows the exact size of the instrument. As in the case of the Regular Cyclometer, the right hand figure on each dial represents tenths of a mile, the figures being red. The other figures are black and give the miles. We can supply readings in kilometers or in Russian versts.

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The Week's Patents.

791,810. Carburetter. John T. Orr, Dillon, Mont. Filed April 22, 1904. Serial No. 204,392.

Claim.—1. A carburetter comprising a chamber having an air-inlet at one end and a mixture-outlet at the other end, a cone located in the air-inlet end of the chamber, having a fuel-passage therein discharging at the apex of the cone, a sleeve located in the chamber and open throughout its length, one end of the sleeve encircling the cone, the sleeve being movable toward and from the cone to increase or diminish the air-passage around the same, a valve extending through the sleeve and coacting with the cone to control the fuel-supply, and a tubular rod attached to the sleeve and adjustably fitted in a wall of the chamber, the stem of the said valve being adjustably fitted in the tubular rod for the purpose specified.

791,871. Piston and Piston-Rod for Internal-Combustion Engines. Arthur M. Brown, Ngaruawalia, New Zealand. Filed September 20, 1904. Serial No. 225,273.

Claim.—1. A piston for internal-combustion engines, embodying a reciprocating double-ended hollow head formed of two abutting sections each having a sleeve projecting therefrom, a piston-rod extending through said sleeves and head and suitably connected with the head, and means mounted upon the piston-rod for securing the sections together.

792,008. Pneumatic Tire. Perry E. Doolittle, Toronto, Canada. Filed September 25, 1903. Serial No. 174,669.

Claim.—1. A pneumatic tire provided with a flanged base, in combination with a rim on the wheel-felly projecting laterally beyond said flanged base, grooves in said rim, and clamping bands adapted to engage with said

flanges and grooves to secure said tire rigidly to said rim and a clearance-space between the lower edge of the clamping bands and the bottom of said grooves, substantially as described.

792,290. Pneumatic Tire. Corydon S. Sears, Toledo, Ohio. Filed September 22, 1904. Serial No. 225,406.

Claim.—1. In a pneumatic tire for vehicle wheels, an annular flexible tube having an inwardly thickened rim base and an inner flap integral with one side of and extending over, and around the base, a valve stem extending central through and radial to the rim-base, annular cavities in the rim-base extending parallel around the base, one on each side the valve-stem, wire rings in the annular cavities, and means to reduce or enlarge the circles of the rings.

792,403. Unicycle. Charles G. Crosse, Sun Prairie, Wis. Filed September 14, 1904. Serial No. 224,372.

Claim.—1. In a unicycle, the combination of a wheel, a support for the operator, mounted in said wheel, lever mechanism outside said wheel, for engaging the ground to push the wheel along, and mechanism inside the wheel, connected to said outside mechanism for operating the same, substantially as described.

792,673. Grip Tread for Pneumatic Tires. William J. Smith, Canastota, N. Y., assignor of one-half to Leslie G. Fischer, Canastota, N. Y. Filed February 24, 1905. Serial No. 247,152.

Claim.—1. In a device of the character described, the combination of the inner and outer casings of a pneumatic tire, a base plate inserted between said casings, a flange integral with said base plate, bars reaching from one side of said flange to the other, said bars having cut-away portions at the ends thereof, an elliptical-shaped ring adapted to be inserted between said flanges, and notches upon the lower circumference of said elliptical-shaped ring to register with the cut-away portions of said bars, as set forth.

793,498. Carburetter for Hydrocarbon Engines. Jacob L. Ash, Lansing, Mich., assignor to Olds Motor Works, Detroit, Mich., a corporation of Michigan. Filed February 1, 1904. Serial No. 191,608.

Claim.—1. In a carburetter the combination with an air conduit having an oil discharge nozzle therein, of means pivoted within a recessed portion of the conduit casing for annularly contracting said conduit in relation to said oil nozzle.

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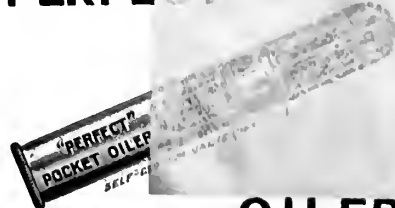
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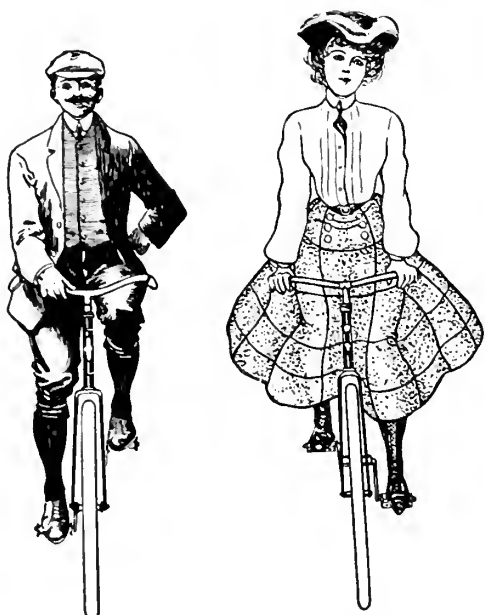
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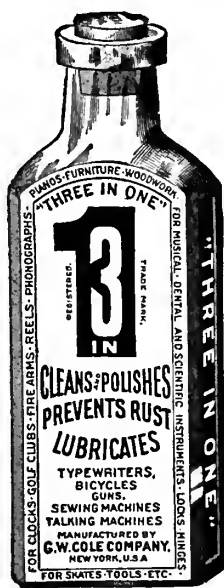
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Cycling for an Inheritance.

A good plot for a novel of romance and travel is being unfolded in the trip of Mr. and Mrs. Dalbi, of Grenoble, France, who started one day last week on a tandem bicycle to ride from their home to Constantinople, in compliance with the stipulation in the will of an uncle who recently died in the Turkish capital.

This eccentric personage bequeathed to them the sum of 225,000 francs (\$45,000), on condition that they make the journey from Grenoble, which had been his native town, to Constantinople, a wheel. He had been a lover of the bicycle for many years, and chose this rather unusual way of perpetuating its use in the family, evidently hoping in this way to inoculate his heirs with the travel fever as he had had it.



IMITATIONS

That's a hard word, but this is a hard world. When an article like "3 in One" makes a tremendous success—regularly doubles its sales—keeps on doubling them—spurious imitations spring up over night. Some die with the noon day sun; others linger till the frost. But "3 in One" flourishes on forever; making more homes and offices brighter and cleaner; making more retailers more profits.

Your jobber wants to send a trial dozen. We want to send generous samples. Write to your jobber quick—write to us quicker.

G. W. COLE COMPANY, 141 BROADWAY, NEW YORK

P. S.—Remember, there is and can be only one "3 in One."

3 in One friends are best friends.

FOUR Hill Climbing Contests

have been held this year, one each at

Boston, Mass.,
Springfield, Mass.,
New York, N. Y.,
Pittsburg, Pa.



THE INDIAN Won All of Them.

6 OF THE 10 PERFECT SCORES

made in the California Endurance Contest, May 28, (256 miles in 16-18 hours) were made on Indians. The other four were shared by three different makes.

"REMARKABLE"

some people may say; but then the Indian is a remarkable machine; and its performance in these hill climbs is no more remarkable than its successive victories in the National Endurance Contests of 1902, 1903 and 1904. The same qualities that earned for it the only Gold Medal at the St. Louis Exposition, "make good" everywhere every day.

HENDEE MFG. CO.,
Springfield, Mass.

The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LI.

New York, U. S. A., Saturday, July 15, 1905

No. 16

WHEN THE JOBBERS MEET

What they Will do and How they Will be Entertained—Change of Name Likely.

Arrangements for the fourth annual meeting of the National Cycle Trade Association, to take place in New York July 25 and 26, are about completed. The entertainment committee, representing the manufacturers, whose guests the visiting jobbers will be, have arranged a programme which will include a dinner at Cafe Martin, Broadway and Twenty-sixth street, at 6:30 P. M., on July 25, and at 8 o'clock the same evening the visitors will be taken to the New York Theatre Roof Garden to witness "When We Were Forty-one."

On Wednesday, July 25, the visitors will go via Iron Steamboat Company boats to Coney Island, Luna Park and Dreamland.

The Astor House, Broadway and Vesey street, has been selected as general headquarters, where, in Room 74, the principal meetings of the association will be held.

The active members will hold a meeting at 11 A. M. July 25 at the Astor House, and at 2 P. M. the same day the joint meeting of jobbers and manufacturers will take place. At the latter, after President Charles L. Kelsey delivers his address, while a speech of welcome will be delivered by Ralph D. Webster, of the Eclipse Machine Co., of Elmira, N. Y., representing the manufacturers, to which Charles H. Turner, of Albany Iron and Hardware Co., of Albany, N. Y., will respond in behalf of the jobbers. Other short addresses will be delivered by members of the association.

At this meeting action will be taken looking toward co-operation with the manufacturers and jobbers of automobile supplies, which is reliably understood to mean that a proposal to change the name of the organization to the Automobile and Cycle Jobbers' Association will be presented.

Visitors can obtain tickets for the various features of the entertainment from William J. Surre, chairman, Room 74, Astor House, at 10 A. M., July 26.

The meetings of the executive committee

BOTTOM BRACKET PATENT IS SUSTAINED

of the association will be held at the office of the association, Irving Building, Chambers street and West Broadway.

Dunlop to Lop off Millions.

That "there is something rotten in Denmark" is made apparent by publication of the plan of reconstruction of the big English Dunlop tire company. It is the second "reconstruction" that has been proposed, and it contemplates the tapping of the stock and drawing off a generous quantity of the water—as usual, to the financial detriment of the dear public, who will receive one non-cumulative share for every three cumulative shares that they paid for.

At the same time more than \$1,000,000 of ordinary dividends in arrears will be wiped off the slate. Deferred or common stockholders will be rewarded with one share in eight; in other words, the value of their \$5 shares will be reduced to 60 cents. In short, about \$10,500,000 in water will be drawn off, thus reducing the capital from approximately \$19,500,000 to \$9,000,000, without, of course, affecting those on the inside, who will retain their preferred certificates unchanged. The deferred shareholders will simply be eliminated from the problem altogether, and the ordinary holders will have to be content with a small fraction on the dollar.

Hendee May Leave Springfield.

It is possible that the Hendee Mfg. Co. will leave Springfield, Mass., and all because there seems no suitable place in that city for the additional "elbow room" which is required by the increase of business and the expansion of plans that are parts of the Hendee programme.

The Hendee people have outgrown their present plant on Worthington street, and, despite efforts, have been unable to find suitable and larger quarters on a ground floor location. As they contemplate not only a largely increased output of Indian motorcycles for next season, but will also produce a number of motorcycle sundries, they have been prospecting outside of Springfield, and in both Hartford and New Britain, Conn., have found buildings such as will meet their wants. If they remove it probably will be to one or the other of those nearby cities, but meanwhile the Springfield Board of Trade is bestirring itself in an effort to prevent the loss of the Hendee industry.

"Invention Patentable" and "Infringed Beyond Any Question Whatever," Says the Court—Affects All Bicycles Built Since 1894.

"That the defendants infringe is beyond any question whatever."

In this emphatic and unequivocal language, Judge George W. Ray, sitting in the United States Circuit Court for the Northern District of New York, in Buffalo, on July 12, handed down his long expected decision in what the trade recognizes so well by the term the "bottom bracket case." The decision, of course, sustains the validity of the patent—No. 392,973, issued November 13, 1888, to the Smith National Cycle Mfg. Co., as assignee of William E. Smith, of Washington, D. C., and which in due course was assigned to the American Bicycle Co., and later to the Pope Mfg. Co. The suit was originally instituted by the A. B. C. against the H. P. Snyder Mfg. Co., Little Falls, N. Y., but when the patent passed to Pope, so did all rights of action.

Snyder, however, is merely a nominal defendant. After joining with the other manufacturers and fighting the case up to a certain point, he "lost his nerve," threw up his hands and made a settlement with the plaintiffs, leaving his erstwhile supporters in the lurch. To prevent the collapse of the defense, the Crosby Co., Buffalo, N. Y., and the Miami Cycle & Mfg. Co., Middletown, Ohio, intervened and asked to be made parties to the suit, which request was granted. Although not appearing in the case, standing with these co-defendants are the Iver Johnson Arms & Cycle Works, the Toledo Metal Wheel Co., the Great Western Cycle Co., the National Sewing Machine Co., and W. H. Fauber. Originally there were some forty manufacturers contributing to the defense fund, but one after another fell out, until only the "faithful few" remained.

In addition, there are separate suits pend-

ing against Arnold, Schwinn & Co., Chicago; Eagle Bicycle Mfg. Co., Torrington, Conn.; John R. Keim, Buffalo, N. Y., and the Toledo Metal Wheel Co., Toledo, Ohio. As Connecticut and New York are included in Judge Ray's circuit, his decision directly affects the Eagle and the Keim suits.

The decree in the Snyder case has not yet been entered, and as the patent expires in November next, the attorneys are not hurrying that detail. Until it is entered, of course, no appeal can be drafted, if, indeed, one is to be made. Mr. Crosby is absent from Buffalo, and as he has hardly had time to consult with the other parties to the defense, just what action will be taken cannot be learned.

As the form of bottom bracket covered by the Smith patent is that which has been in almost general use since safety bicycles amounted to "a row of pins," Judge Ray's decision will apply to practically all bicycles that have been made for the six years previous to the filing of the suit in 1901, and since then, of course. In full the court's opinion is as follows:

The claims in controversy, one and six, read as follows:

"One—In a rear-driving, front-steering bicycle, the frame or reach provided with the rigid transverse tube, C, built rigidly into and forming an integral part of said frame, and adapted, substantially as described, to receive the pedal shaft."

"Six—In a frame for bicycles and kindred machines, a transverse shaft receiving tube, C, provided with necks, C8 and C9, to receive the front and rear ends of the frame or reach."

This patent is not for a "bicycle," but for certain improvements in "bicycles." The specifications say:

"The invention consists in various details of construction, hereinafter described, relating more particularly to the main frame, to the several bearings for the shafts, and to means for adjusting the tension of the driving chain and securing alignment of the wheels."

It relates mainly to the so-called "safety bicycles," those with the two large wheels, one directly in front of the other and of about the same diameter. The rear wheel is the driving wheel, the front one the steering wheel. There is a frame or reach connecting the two. The rear end of this reach is supported by the driving wheel, while the forward end is pivotally supported by the steering wheel. This frame or reach has a pedal shaft, which is supported between the two wheels; also a saddle, on which is seated the rider, supported between the two wheels (and, of course, indirectly by the two wheels). This frame or reach has a driving mechanism between the pedal shaft and the hub of the driving wheel, and connected therewith for transmitting the power from the pedals to the driving wheel. An upward extension of the reach or frame supports the saddle, and, of course, the rider, while an upward extension further to the front supports the steering handles and apparatus.

Counting from the rigid transverse tube mentioned in claim one, adapted to receive the pedal shaft, the frame or reach there referred to has a forward part extending from such transverse tube to the steering head (connected with and supported by the steering wheel), and a rearward part extending from the transverse tube to the hub of the driving wheel and its axle. This rearward part is forked. As I understand the claims, these forward and rearward parts may be constructed as one integral, but at the point where they join we have the transverse pedal shaft tube, for receiving the pedal shafts, built

in rigidly in such a way, any way, so as to make the whole combination rigid and substantially integral. It would seem permissible in claim one to construct the rigid transverse tube for receiving the pedal shaft of one piece, the forward part of the reach or frame of another and the rearward part thereof of still another; but, when completed, they are to be made one whole, integral, by welding or screwing together so as to form a substantial rigid reach or frame provided with the rigid transverse tube built therein.

In claim two we have, not the frame or reach provided with the transverse tube built into and forming a part thereof, but the "transverse shaft receiving tube" provided with necks "to receive" the before mentioned forward and rearward parts of the frame or reach. I do not see how this "transverse shaft receiving tube" is a part of the reach or frame until the "front and rear ends of the frame or reach" are inserted into it, or until it has received such front and rear ends of the frame or reach. In short, claim one is for the frame or reach provided with the rigid transverse tube built rigidly into and forming a part thereof, while claim two is for the transverse shaft receiving tube provided with necks adapted to connect it with the frame or reach, which, until the connection is made, must necessarily be in two parts, the front end and the rear end, spoken of in claim two as "the front and rear ends of the frame or reach." In both claims, when the structure is complete, the transverse tube is between the wheels and at the junction of the front and rear ends, respectively, of the reach or frame, and "built rigidly into and forming an integral part of said frame" or reach, but in such a manner as to be adapted to receive the pedal shaft. The particular manner of building the "transverse tube" into the frame or reach is not specified in claim one; it is in claim two. It is evident that both require a construction where the parts are integral, and where the transverse tube for receiving the pedal shaft is not attached to, or built and attached outside of, or made dependent from, or an exterior attachment of the reach or frame. The idea is to make it integral with the reach or frame; to make it solid with and to have it built into the reach or frame at a certain point and in such a way as to add strength to the structure.

It is true, however, that in the specifications of the patent we find this:

"When the frame is made in the particular form herein shown, the bearing tube, C, will also have two horizontal necks extending, respectively forward and rearward, as shown at C8 and C9 in Fig. 14, to enter the front and rear portions of the frame. When thus constructed the bearing tube and its necks serve as a means for uniting the two parts of the main frame or reach. When, however, the frame is of the usual shape, it may be made continuous from end to end and the tube applied transversely to its upper or its under side."

This does not limit claims one or six of the patent. It is merely a permissible form of construction, a form of construction permitted by other claims of the patent, claim three, for instance, where it is said, "In a bicycle or kindred machine, the reach having the transverse tube, C, rigidly combined therewith," etc. The words "rigidly combined" do not necessarily mean "built rigidly into and forming an integral part of said frame," which is the language of claim one.

The prior art and experience and even observation alone afford proof that in a bicycle the frame or reach and the support of the pedal shaft, which sustains, in part, at least, the weight of the rider and the force applied to the pedals, are subjected to great strain. This demands a structure of great strength, but it must not be heavy. We must provide great strength with the least possible weight. The location of the pedal shaft support and the manner of its attachment in or to the machine is of prime importance. The parts must maintain their align-

ment and proper relations, or there will be excessive wear and friction and the machine will become useless or in need of constant repair and replacement of its parts. The necessity of a wholly tubular pedal shaft, the exclusion of dust, etc., has not been lost sight of. Prior to Smith's patent inventors and users of bicycles had these facts and others of a kindred nature in mind, and attempts were made to overcome these objections and defects. The art had not reached perfection, nor did it attain perfection when the improvements of the Smith patent came into use, but with his invention it made a vast stride. The evidence and exhibits in this case are voluminous and have demanded and received careful study and consideration. The defence of prior use by James and Stanley, by Robert S. Crawford and by Alfred J. Gould is not made out to my satisfaction. There is considerable evidence, but it is not sufficiently convincing to come within the adjudicated cases.

In view of the prior art, to which I have given careful attention, I must find patentable invention. The experts differ, the evidence conflicts; some of the patents and illustrations in the prior art throw doubt on the question, Does not the prior art disclose the same construction shown in claims one and six? But it is not sufficient to satisfy the mind. The evidence is too misty and uncertain, and the presumption of validity is not overcome. The device of Smith, who I find was the inventor, went into general and extensive use and superseded the older devices. That defendants infringe is beyond any question whatever.

The complainants are entitled to a decree adjudging the validity of the claims in question, infringement, and for an accounting with costs. But care must be taken in preparing the decree not to include any defendant who has arranged a settlement. Let notice of the settlement of the decree be given to all concerned.

The Retail Record.

Grand Island, Neb.—William Gunther; burglarized; loss \$200.

Glenville, Ohio—Jay Lewis; new shop at No. 2,848 St. Clair street.

Monmouth, Ill.—Morton Humphrey, admitted as partner in Wallace Auto & Cycle Co.

Pensacola, Fla.—Walter S. Hooton opened a sales and repair shop at No. 12 East Intendencia street.

Wars Against Dirt and Dullness.

The Fisk Mfg. Co., Springfield, Mass., who make Fisk's Auto-Car Soap, are now pushing its sale for use on bicycles and motorcycles. They claim that not only will it remove dirt and grime like magic, but that it will restore to enamel its original lustre.

Number of Pieces in a Bicycle.

According to a foreign statistician there are 1,114 pieces in a bicycle; there are 246 separate bits in one wheel and 421 in the chain, while even a plain ordinary saddle has 27 parts.

Sales and Repair House Incorporated.

The Diamond Bicycle & Repair Co., Frankfort, Ky., has been incorporated with \$15,000 capital to carry on a sales and repair business in bicycles.

British Output of Motorcycles.

One of the British motorcycle manufacturers claims that he has produced, or will produce, this year not less than 6,000 machines.

WHAT MAY HAPPEN

Counsellor Redding, Successful in Bottom Bracket Suit, Suggests that Radical Course of Action May Now Ensnue.

"If we had obtained the decision last fall instead of last week," remarked W. A. Redding, the Pope Mfg. Co.'s counsel in the bottom bracket suit, "there would have been some music in the bicycle trade."

As he spoke his eyes snapped and he tossed aside a paper which he held in an impatient manner that seemed to reflect his feeling of disappointment at "what might have been." Mr. Redding, of course, had reference to Judge Ray's decision upholding the validity of the Smith patent, as detailed in another column.

"Yes, sir; there would have been music. I would have secured an injunction restraining every manufacturer who had not made his peace from producing another bicycle. I'd have closed them up tight."

"But would not they have been able to give bonds, pending an appeal, and continue manufacture?" was asked.

"I doubt it very much. When the validity of a patent has been sustained it is not often that a United States court permits anything of the sort."

"Will you do anything in that line, now that the decision has been rendered?"

"What's the use?" responded Mr. Redding in a tone that again indicated his regret. "The bicycle season is over for this year, and the patent expires in about three months. An injunction would serve no purpose at this time. But we will probably make things mighty interesting as it is," he went on after a pause. "They will have to account for every bicycle they've turned out since 1894—that's six years previous to the filing of our suit, and the statute of limitation prevents our going further back—and I think I'll go after every cent of profit they've made, too. We'll allow for such things as tires and saddles and coaster brakes, but we will go for all that they earned after their expenditures."

"On what grounds?"

"On the grounds that they could not have built a bicycle, and therefore could not have made a cent of profit, without infringing our bottom bracket patent."

"But would not the courts take cognizance of the fact that the defendants were offered the use of the patent on a royalty basis of \$1 per bicycle? Did not that set a standard of value?"

"I don't think so. That offer was made to avoid the expense of litigation. And it is quite probable that, when we call for an accounting and damages, I may institute several jury trials," added Mr. Redding as an afterthought. "Juries attach a lot of weight

to documents to which are affixed the gold seal of the United States."

"But it would seem that \$1 royalty offer would also carry considerable weight," was suggested.

"It might with a jury in a big city. But in the smaller places I have found that juries have wholesome respect for the seal of the United States. And, anyway," he laughed, looking at his questioner, "we wouldn't have a newspaper man on the jury. I wouldn't have one on any jury that I was concerned with."

"What will you do about the bicycle manufacturers who are now engaged in other lines of business?"

"We have a claim on every man who has made, sold or used a bicycle since 1894."

"Then you could pick out any of them who are worth suing and get your money?"

"That is exactly what we could do."

"Suppose the case is appealed—will it not serve to delay action on your part for two or three years longer?"

"I don't know that it will be appealed. It has cost them—meaning the defendants—about \$100,000 already. But we will be able to get a decision on an appeal, if one is filed, within a year."

Mr. Redding himself has the peculiar distinction of having been on both sides of the Smith patent. Several years before it was acquired by the American Bicycle Co., the Pope Mfg. Co. was sued for its infringement by its then sponsor, Herbert S. Owen. Then, as now, Redding was the Pope attorney, and, of course, undertook the defence. Much testimony was taken, but the case never came to trial. Ultimately Owen sold the patent to the A. B. C., and in the whirligig of time it became Pope property, and Pope and Redding became aggressors with the very weapon which had previously been pointed against them.

If by any possibility there are those identified with cycling who do not appreciate the far reaching importance of the patent and of Judge Ray's decision, the interview with Mr. Redding will make it plain to them. It has been the cycling world's celebrated case, and the four years' fight that has been waged would make history in any industry. Testimony has been taken on both sides of the Atlantic, and fills several large printed volumes. Not even the allegation of perjury was absent to round out the historical nature of the proceedings.

Railway Cares for Commuters' Cycles.

An enterprising English railway company has posted notices in all its local and suburban stations to the effect that in the future all bicycles will be stored and cared for during the day and at a certain monthly rate, which amounts to something like a penny a day. Thus the commuter may leave his wheel each morning in a properly appointed place, and, pocketing his check, go his way to the great metropolis secure in the knowledge that he will find it there and in as good condition as when he left it on his return in the evening.

HOW TO MAKE GOOD TOOLS

Some Practical Suggestions as to Choice of Steel and Methods of Work.

When a mechanic can forge and temper a steel chisel which will stand slogging all day long on steel work without breaking he is not undeservedly regarded in some engineers' shops as something of an expert in steel; hence the following wrinkle deserves careful notice:

The fire in which steel is heated should be clean, i. e., free from bits of solder or brass, which are very injurious to cast steel, hence a "combined cycle brazer and forge" (vide toolmakers' catalogues) should on no account be used for the two purposes, except clean cinders or blacksmith's breeze are used entirely when forging steel.

Choose cast steel specially made for such tools as chisels, etc.; heat it slowly and equally until the scales of oxide are just observed to be loosening upon the surface; hammer it out upon a good faced anvil with a good slightly rounded faced hammer, to avoid either the anvil or the hammer cutting sharp marks into the tool being forged, and stop hammering just before red heat disappears, and reheat if necessary to complete the forging. Bury the forged tool in powdered lime or in the cold cinders to exclude the air until it is quite cold, and finally reheat, harden in clean water and let it down to deep straw tinged with blue for a chisel.

We are not immediately concerned with the scientific reasons which underlie this apparently faddy procedure, says *The Cyclist*, which is responsible for it, but the net result is a chisel which, with proper use, will stand to its work after those prepared in the ordinary way by Tom, Dick and Harry are on the scrap heap. Let it be noted, however, that the procedure advised will not cure the said scrap heap tools, but is applicable only to steel which has never been ill used.

Making Tap Plates from Old Files.

Useful tap plates may be made from old smooth files, says a repair man, who tells how it may be done in this fashion: Anneal the good old file, and then grind away the file teeth; drill and tap a number of holes standard sizes mostly required; slot the tapped holes with a thin file to form cutting edges, and finally retemper the tap plate to a deep straw color. Note that die nuts may be made in a like manner, but cut off square shape before being drilled and tapped. The advantage of the die nut is that it may be used on the end of a stripped spindle—say, a cycle wheel spindle—in a position without taking the parts down, being operated by means of a suitable spanner. The die nuts may be used as tap plates by fixing them in a suitable holder to operate them.



National, Model 80 Special

The weather for the last four months has not been good for racing, but on the other side of the world they are doing good work on the Nationals. The last of January at one meet in New Zealand, two National riders scored four firsts, three seconds, three thirds and six fourths, and at the Timaru Sports, another National rider won all races on the program. They have found out that Nationals are winners, and send 15,000 miles to get them.

In thirty days the sport will begin in the U. S. The Model 80 special National is the winner. Show a sample and it will sell.

NATIONAL CYCLE MFG. CO., Bay City, Mich., U. S. A.



W. E. BAUM,
Sec'y Chicago Motor Cycle Club.

WHAT

Mr. W. E. BAUM.
Sec'y Chicago Motor Cycle Club

SAYS

OF

FISK TIRES

Last year he rode 12,771 miles, of which 3,100 miles was on three pairs of ——— tires, and 9,671 on one pair of No. 88 H Fisk tires 28 x 1 3/8 in., and during the entire year he only had one puncture in the Fisk tires. Last year he received First Prize in Chicago for Century Runs and Third Prize in New York.

He states that Fisk tires are not only easier riding but will wear longer and better than any tire he ever had.

FISK RUBBER COMPANY,

Chicopee Falls, Mass.



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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
 Address us at P. O. Box 649.

NEW YORK, JULY 15, 1905.

Silencing the Exhaust.

It is not unusual for the uninitiated to ask in surprise why such a small machine as a motor bicycle creates so much greater fuss in travelling than its infinitely larger motored rival on the road, the automobile. And to one not familiar with existing conditions and their cause the question naturally forms a paradox. In one case there is a single cylinder motor of but two to three inches in diameter, and in the other anywhere from one to four cylinders having a bore of four to five inches, yet the smaller seldom fails to announce its presence well in advance by its sputtering exhaust, whereas its larger competitor in many instances is almost noiseless. Its noise is one of the objections often levelled at the motor bicycle, and while silence was one of the big features of the 1905 cars, lack of it has remained a feature of the power driven cycles.

Keeping in view the adverse conditions confronting the designer of the motorcycle engine and its accessories, still it must be admitted he has not progressed to the same degree as the automobile engineer. It will at once be said that such a muffler as is carried by a car is an impossibility on the

motorcycle, but, granting this self-evident fact, this does not relieve the designer of the latter of further responsibility, as the improvements which have resulted in bringing about an easy and silent running engine have not been in the muffler so much as in the motor itself.

Those who have followed developments in this field will recall the fact that the pioneer runabouts, particularly of French design, were equipped with a small vertical motor not much larger than those now employed on many motorcycles, and which was an abominably noisy affair that made enemies by the thousand for the automobile generally. It was equipped with what was then considered an efficient muffler, without which its report was deafening. But it was found that the trouble lay not so much in the muffler as in the fact that a very large proportion of the energy developed by the explosion was being wasted through the exhaust instead of being expended against the piston. And that there is room for development in the muffler itself the recent tests of the Automobile Club of France, which are referred to in another column, amply demonstrate.

It cannot be said that efforts have not continually been made to improve motorcycles as a whole, and that they have as a rule been highly successful, but the fact remains that the little machine is still almost as noisy as it was when it first put in its bid for the favor of the public. It is to be regretted that more attention has not been paid to the elimination of this objectionable feature, which must be brought about before hundreds who would otherwise now use the motorcycle can be won over to its support.

Return of the Detachable Tire.

In the "turn of the tide" nothing has been more remarkable than the renewed favor that has come to the detachable tire. It has come about so gradually and so quietly that few of those, even in the trade, are aware of the proportions it has attained. When, however, a single prominent manufacturer of bicycles who last year used less than five hundred pairs of such tires, has already this season made use of 4,000 pairs of them—as we know to be the case—the state of affairs assumes an interest and significance that is beyond doubt. It is the more remarkable because the manufacturer in question made no special effort to advance the sale of the detachable tire; the demand arose of its own accord.

The cause of it and what it signifies is sus-

ceptible of a diversity of deductions. The detachable tire has become almost the universal equipment of automobiles and motorcycles, and whether it is this influence that has had to do with bicycles is a pretty question. But whatever the cause, on one point there will be general agreement; i. e., that there never was a sound reason why the detachable tire should have so largely lost favor. It can be attributed only to the frenzy and blind unreason that for so many years led cyclists to impetuously brush aside so many other good things.

The merit of the detachable tire is undoubted; the tire is such as deserves a full measure of public favor, and while it is remarkable because it was so wholly unexpected, the renewed demand for it is but another sign of that sanity that now pervades the cycling world, and that has led to its unlifting during the present year.

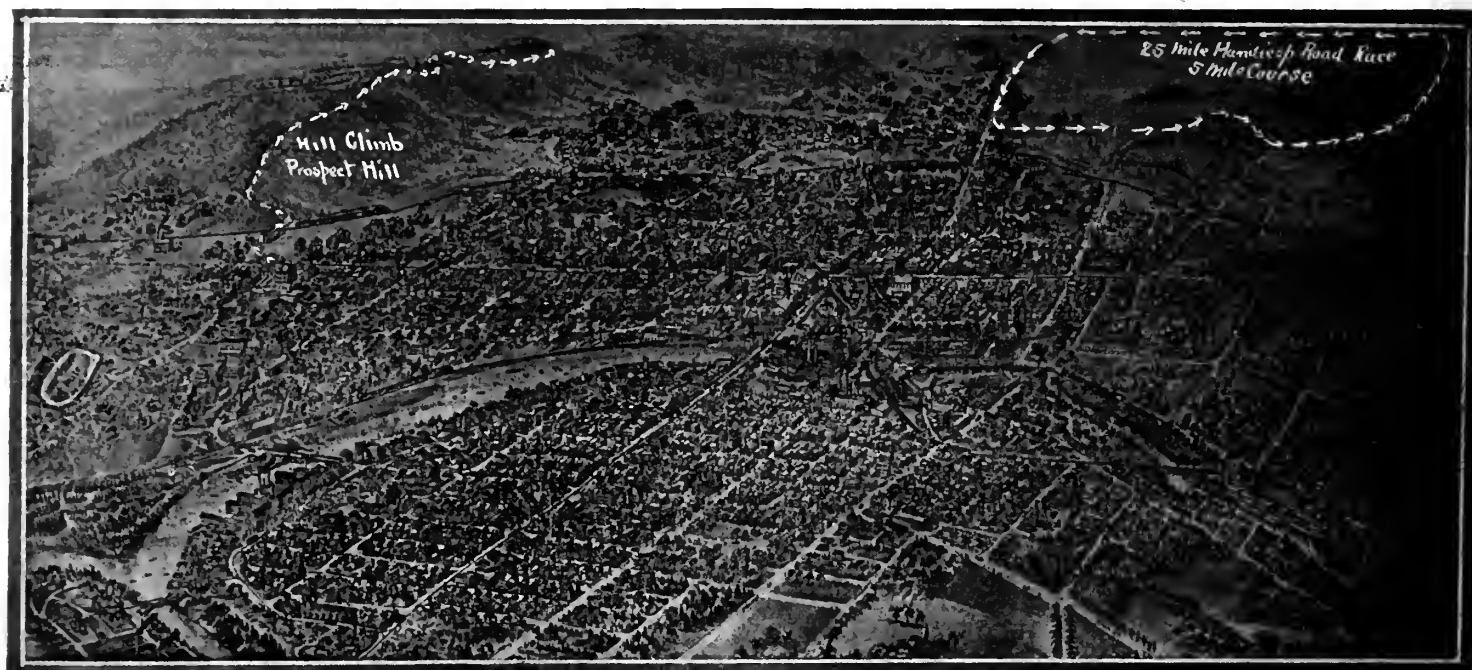
Export Trade in Parts.

Usually the foreign export statistics, like those of this country, "lump everything," and therefore it is not possible to obtain an idea of the trends of particular departments of any industry, which often are more instructive than are the figures representing the aggregate business. The recent publication of Great Britain's statistics for the five months ending with May was an exception to the general rule and supplies a case in point. The record separated the totals of completed bicycles and those of parts, and vividly disclose that it is the business in the latter goods that enables England to show such handsome totals. For the period referred to there were exported parts to the value of \$1,346,000, in round figures, as compared with \$556,000 worth of completed bicycles, indicating very clearly that it is parts rather than bicycles that are in overwhelming demand.

There is much suggestiveness for a portion of the American trade in the situation thus disclosed.

A rural constable was complimented recently on his "Sherlock Holmes" astuteness in suspecting a man who was wheeling along a bicycle much too big for him, which was subsequently found to be stolen property. If every minion of the law with nothing better to do took it into his cranium to arrest every one riding or pushing a "misfit," he would have his hands full. "Misfits," as a rule, are more of a misfortune than a crime, and those afflicted with them are not necessarily objects of suspicion.

What Awaits the Motorcyclists Who Will Visit Waltham.



"BALLOON VIEW" OF WALTHAM, SHOWING POINTS OF INTEREST IN F. A. M. MEET.

The Waltham Auto-cycle Club has now practically completed all arrangements for the F. A. M. meet on August 8-11, and little remains to be done but to figuratively remove the gates of the city from their hinges to better welcome the arriving guests.

Interest in the meet has been growing with the days, and there is no room for doubt that it will mark the gathering of by far the largest number of motorcyclists ever seen in this country. Even Chicago promises to be well represented, Secretary Whipple of the Chicago Motorcycle Club having written that a party is being made up there, and that it is not wholly improbable that it will be sufficiently large to justify the chartering of a special railway coach for the trip. George M. Hendee, of the Springfield Motorcycle Club, is also organizing a big party, which will include several riders from the West, while several tours will go from New York. The New York Motorcycle Club's delegation will probably leave Saturday afternoon, August 5, and by easy stages reach Waltham on the evening of the 7th, shortly before the arrival of the survivors of the endurance contest. This party also intends to return via the Berkshire Hills route, leaving Waltham on Thursday morning, the 12th and arriving in New York on Sunday. The Brooklyn and Philadelphia clubs have been asked to join the New York representation.

Dr. G. B. Glison, treasurer of the F. A. M., who resides in Westboro, Mass., has extended an unlimited invitation to "drop in" on him to all who are en route to Waltham. The doctor, who is as lively as a cricket, says he lives on the shady side of Main street in the sunny part of the town, and promises that the inner man of no visitor will depart either

hungry or dry. But he warns all not to exceed ten miles an hour through the adjacent towns of Sudbury, Wayland and Weston, where the constables are so busy "laying for" motorists that they have time for little else. He received their attentions recently, and knows whereof he speaks.

Woodland Park Hotel, which is on the edge of rather than in Waltham itself, has been designated the official headquarters. It is a high class, beautifully situated hostelry, which has named special rates of \$2.50 to \$3.50 per day during the meet. More moderate quarters may be had in Waltham, and it is extremely probable that a number of tents will be pitched on a picturesque spot in which those who desire to "camp out" may do so at a merely nominal cost.

All doubt as to the track on which the championships and other speed races will be run has been settled by the selection of the Charles River course—the only one in the United States that is properly banked to sustain motorcycle speed. The race meet will occur on the night of August 10.

Some few changes have been made in the programme, the chief of which is the advancing of the F. A. M. business meeting from Thursday to Tuesday, and the setting of the illuminated river carnival for Thursday night. As finally arranged, the programme, which is being contained in a 40-page souvenir booklet, is as follows:

MONDAY, AUGUST 7.

Reception of visitors.

7:30 p. m.—Control open for finish of the 250-mile endurance contest from New York.

TUESDAY, AUGUST 8.

9 a. m.—Trip to Norumbega Tower via Charles River in canoes or boats, and by road on motorcycles. Refreshments served by Waltham Auto-cycle Club.

2 p. m.—Hill climbing contests on Prospect Hill. First event—Open to single cylinder stock models; three prizes. Second event—Open to all machines. Riders must weigh 135 pounds, at least, or must carry the deficiency in weight; two prizes. Prospect Hill is one mile in length, with from 5 to 18 per cent grades. 8 p. m.—Annual meeting and election of the Federation of American Motorcyclists at Lincoln Hall.

WEDNESDAY, AUGUST 9.

9 a. m.—Twenty-five-mile handicap road race over a five-mile circular course—Lexington, Beaver, Forest streets and Trapelo road. Open to all machines not exceeding 5 horsepower; four prizes—first, second, third and time.

2 p. m.—On Waltham cycle track. First event—Skill test, one-third mile; contestants to ride machine around obstructions and twenty feet on narrow plank. Shortest time without failure will determine winner. Open to all; three prizes. Second event—Dispatch race, one-third-mile; contestants to collect three dispatches from locked boxes placed around track. Quickest delivery at tape to determine winner. Open to all; three prizes. Third event—One pint economy test. Rider covering the greatest distance on one pint of gasoline will be declared the winner; three prizes.

8 p. m.—Races on Charles River track. First event—One-half-mile, flying start; three prizes. Second event—Five-mile national championship; three medals—gold, silver and bronze. Third event—One mile, flying start; three prizes. Fourth event—One-mile national championship; three medals—gold, silver and bronze. Fifth event—Ten-mile, flying start; three prizes. Sixth event—Two-mile national championship; three medals—gold, silver and bronze. First, third and fifth events for regular stock single cylinder machines.

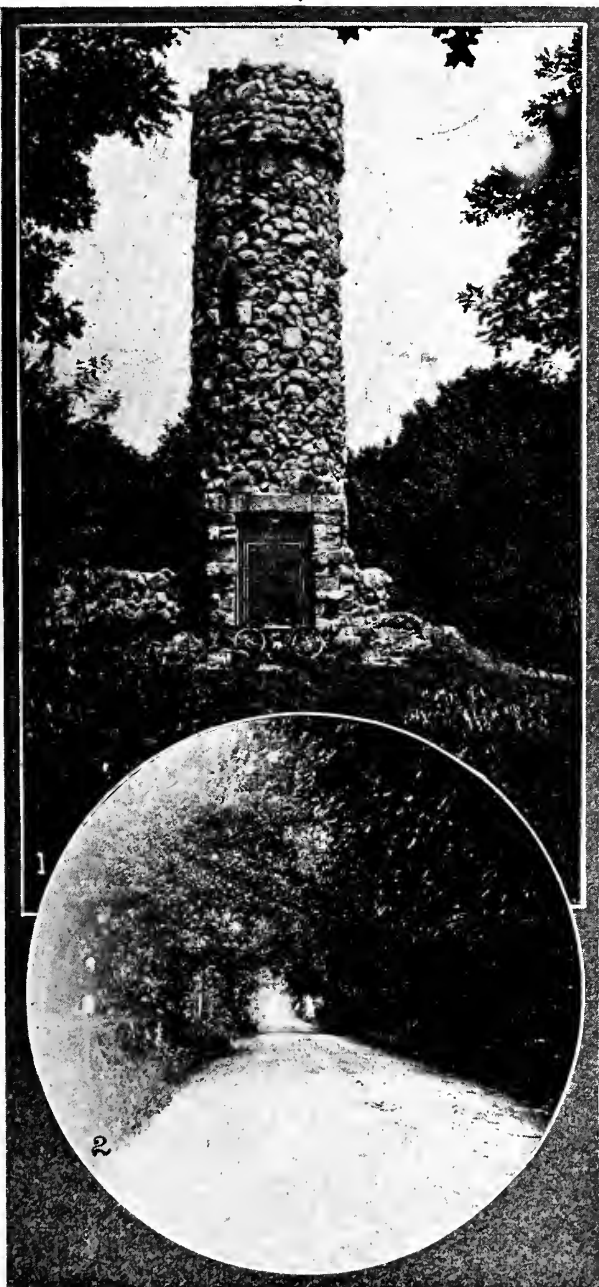
THURSDAY, AUGUST 10.

8 a. m.—Tour to Revere Beach. 2 p. m.—Tour to Lexington, Concord and Wayside Inn. 8 p. m.—Band concert and river illumination.

FRIDAY AND SATURDAY.

Tours to the order of visiting motorcyclists.

Scenes Where Interest Will Center During F. A. M. Meet.



1. NORUMBEGA TOWER
2. ON THE COURSE OF THE ROAD RACE.



3. ON THE HILL CLIMB COURSE, UP PROSPECT HILL.
4. WOODLAND PARK HOTEL—OFFICIAL HEADQUARTERS.

Participants in the annual meet of the F. A. M. at Waltham, Mass., on August 8-11 will find cause for remembering their visit to a locality rich in historical interest and beautiful scenery, with which the events of the week will bring them into pleasant association. It is a region of good roads, with abundant shade, and presenting beautiful views at every turn. The course selected for the hill climbing contest is up Prospect Hill, and is what may be vulgarly called a "teaser," the grades varying from 5 to 18 per cent., while there are frequent sharp curves. From the summit the view is magnificent, including Boston and its adjacent waters on the eastern horizon. Still more distant, for Boston is only nine miles away,

the conical outlines of Mount Wachusett rise above the horizon line in the north. Within the nearer view are many diversities of landscape, with the glimmer of lake and stream discernible through openings in woodlands whose rich green is suggestive of coolness and enjoyment.

Norumbega Tower, where the feeding and photographing are to occur, is one of the picturesque features of the locality, and is located on another of the several hills which environ the little city, and among which flows the River Charles. Norumbega Tower was erected a quarter of a century or more ago by an enthusiastic believer in the theory that Norsemen had settlements in America prior to the date of its discovery by Colum-

bus. On the hillside are the remains of trenches, the origin of which is unknown, but which, it is claimed by some antiquarians, mark the site of fortifications thrown up there by followers of Lief Erickson, who attempted to effect a settlement at this point.

The course selected for the twenty-five-mile road race is within the city limits and is five miles in length, making it necessary for contestants to pass over it five times. The roads are of excellent character, and there are stretches of fine shade, which will be grateful alike to contestants and spectators.

During the meet the official quarters will be at the Woodland Park Hotel, which has an ideal location near Commonwealth avenue, one of the finest boulevards in the country.

Praise from the Police.

Washington, D. C., June 5th, 1905.

Eclipse Machine Company,
Elmira, N. Y.

Gentlemen--

It may be interesting for you to know what success I have been having with one of your 1905 model Morrow coaster brakes, so will take this opportunity of stating same.

I am a member of the Washington Bicycle Police Squad and have been riding a wheel for four years but not until last winter did I take any interest in a coaster brake. Several members of the bicycle squad had been using your brakes with such fine success that I decided to try one, so about the middle of last January had one applied to my wheel.

It has now been nearly five months that I have been using your brake and must say that to date it has not cost me a cent for repairs or adjustments and is today running smoother and easier than when first put on the wheel.

If I can at any time be of service to you and should you desire to use this letter as a recommendation you are at liberty to do so.

Wishing you and your brake continued success, I remain,

Very truly yours,

PMS-M.

ROBERT MORRIS.

SILENCING THE EXHAUST

Light Shed on the Muffler Problem by Recent Official Tests in France.

Tell a motorcyclist that a muffler for his engine can be designed; not alone so as to completely deaden the objectionable sound of the exhaust, but at the same time actually add to the power of the motor, and he will in ninety cases out of every hundred prove an unbeliever. Tell him that it not only can be done, but that it has been done; he may waver a bit, but his lack of faith will remain uppermost in spite of it.

The motor has been improved to a degree where it no longer belches a large percentage of its unexpended charge into the air through the exhaust valve, to the damage of the latter and the hearing of all within the range of its Gatling gun explosions. Whether the improvements still to be effected must all be sought for in the muffler, or there is still room for it in the engine, lies with the makers, and the fact that racing automobiles entirely devoid of any muffling devices do not create more rumpus than the muffled motorcycle engine shows rather conclusively that more complete combustion and the better use of all the energy developed on the piston itself will render the necessity of a muffler less pressing. However that may be, the recent official trials of muffling devices of all kinds held by the Automobile Club of France established many things that were not thoroughly well known hitherto, and particularly the fact that there is no secret or patent controlled way of building a successful muffler. It proved nothing so conclusively as the fact that the bugaboo of back pressure does not exist in the properly constructed apparatus of this kind. It did more by showing beyond a doubt that with a certain form of muffler, which was nothing more or less than a long piece of ordinary iron pipe, the power was not alone not decreased, but actually increased, as shown by the recording instruments, which are said to have been as accurate as it was possible to devise for the purpose; but a small fraction, to be sure, but none the less an increase, something that had never been attained before.

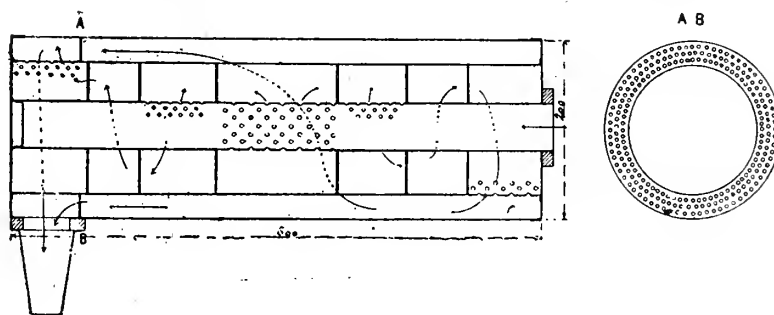
The value of the result is not to be judged by the proportion of the increase so much as the fact that such was actually the case. It has too long been considered that nothing short of an adequate muffler will silence the engine, with the unavoidable loss of a minimum of power in the process, and too much attention has been given to the improvement of the muffler in some quarters that might far better have been devoted to the engine. The bark of the motor is not by any means a necessary evil that must be endured to a certain extent in some cases, and only cured by going about the matter in the wrong way in others. When one afflicted with insomnia decides to be rid of the noises that keep him awake, he does not attempt

to muffle the cats and dogs; he sets about it in a way that the internal combustion motor designer has been a long while coming around to—he eliminates the cat and dog from the problem, and the feline concert and moon howls thenceforth cease. Get rid of the cause of the noise and there will be no need of external applications. In other words, use all the explosive power of the burned gases in the cylinder and there will be no necessity of further considering them.

Theoretically, the perfectly efficient motor should expand the exploded charge down to very slightly above atmospheric pressure in order that the latter may not prevent the escape of the exhaust. Of course, this condition can only be approximated in practice, but the pioneer engines, whether motorcycle or automobile, were far from the latter. It was evident to any observer of their operation that a very large portion of the energy developed by the explosion was being wasted in the air instead of being expended on the piston. That the average motorcycle engine

tric generator and bank of incandescent lamps, was of a particularly efficient design, as otherwise no such result would have been obtainable. It was provided with a long piece of pipe leading from the exhaust and carrying a cut-out so that the burned charge could be sent through the muffler on the end of the pipe that was being tested or directly into the air. It was found that when allowed to pass directly into the air in the latter manner the motor developed a fraction less power than when sent through the pipe.

This can only be accounted for on the theory that the engine itself was so efficient that it expanded the charge down to a point so very little above normal atmospheric pressure that when discharged against the latter some back pressure was set up to the detriment of the amount of power developed. By allowing the gases to pass through the pipe in question, the rapid explosions tended to prevent the entrance of the air entirely, and thus generated a partial vacuum at its inner end, or near the exhaust valves, which in



DE RETZ SILENCER, FIG. 1.

has not progressed a great way beyond this stage is evident when the muffler is cut out. The power represented by all that noise is not only being utterly wasted in the muffler, but the high temperature at which it issues is detrimental to the exhaust valve.

For confirmation of the fact that it is possible to eliminate this objectionable feature by improving the engine itself, and not considering the silencer at all, the up to date racing automobiles may be cited as instances in point. None of them is provided with anything in the shape of a silencing device, the majority exhausting directly into the air within an inch or so of the exhaust valve. Yet these cars travel far more silently at the highest rate of speed than does the average motorcycle equipped with a muffler. There are exceptions, of course, but they only go to show that in the particular instance the engine has been poorly designed. There are also limitations where the design of the motorcycle engine is concerned that do not enter to render the problem more complex in the case of the automobile motor, but they are not insuperable by any means. As mentioned at the outset, it appears to be a feature that has not come in for the attention it deserves.

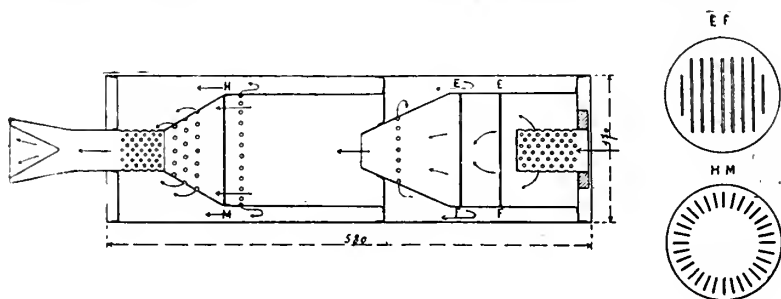
To revert to the French official trials referred to, it seems evident that the motor employed for the tests, which was of the four cylinder type, connected to a multipolar elec-

turn facilitated the rapid exit of the exploded charge, with a consequent increase in efficiency, as there was no dilution of the fresh mixture.

Of the thirty-odd devices submitted to the judges appointed by the Automobile Club of France to grant the awards, the majority may best be described as nothing more or less than variations of the familiar sieve and pepper box type already so familiar, and their merits may be summed up briefly as well, for the greater the complication and number of passages through which the exploded charge was forced to pass before reaching the air the greater was the internal resistance developed. Nevertheless, it was evident that these principles may be combined in a form that is at once simple and efficient. In fact, substantiation of both these statements was to be found in two different devices, both based upon the same principles and both made by the same inventor, M. De Retz.

One of these shown in fig. 1 was of the ordinary type, which was awarded a prize at the trials in 1903. Since then it has undergone certain improvements. The other one, fig. 2, was of a new type, in which the gases are passed through a series of plates having a number of narrow apertures so that the gases are split up, as it were, into thin sheets. There are three of these perforated disks, at EF and HM. On entering the muf-

After the gases are first split up by passing into a perforated tube and then they pass through two disks in which the narrow apertures are at right angles to each other so that the thin sheets are again divided before entering the cone connecting the two internal chambers. A part of the gas passes through holes in the cone and circulates outside the chamber, while the bulk enters directly into the second chamber, where a part again passes through holes outside and the remainder through the narrow apertures in the plate HM. At this point



DE RETZ SILENCER, FIG. 2.

the gases are again finally split up by passing them through another series of holes before leaving the silencer. It will be noticed that this apparatus is based upon the principle of successively breaking up the flow of burnt gas, and as might be expected, the trials showed that it offered considerable internal resistance. M. De Retz, therefore, finds that preference must be accorded the older type shown in fig. 1, in which the velocity of the gases is minutely checked by allowing them to follow different passages in such a way that they act upon each other so as to insure a continual flow of gas on leaving the apparatus. The exhaust enters

each volume of burnt gas from the cylinder is split up into two portions and discharged alternately. There is therefore practically a constant stream. This is further facilitated by the action of the burnt gases at the end of the central tube B, where the gas acts as a cushion, and by its compression and expansion with the admission of each volume of burnt gas, insures a constant pressure at the orifice of the silencer and thus prevents air from entering between each discharge. There is practically no back pressure in this apparatus, and in the trials a four cylinder

gas being discharged in a smoothly flowing stream entirely devoid of energy. As the question of back pressure must be uppermost in the design of any muffler and the presence of this force avoided to the greatest extent possible, the inventors of the apparatus under consideration have further provided it with a means for preventing this. The jets in question enter a box, the maximum capacity of which is sufficient to contain the volume of exhaust gases discharged into it by the engine without creating any pressure. The cylindrical vessel B in the illustration constitutes this expansion chamber, the walls of which are composed of two concentric layers of sheet metal with asbestos interposed. A second expansion, chamber C, receives the gas through the tubes DD, the latter being placed face to face. E is a perforated plate or screen for the escape of the gas. But instead of being permitted to escape here a discharge pipe is used, generally being carried to the rear of the car, owing to the necessity of avoiding anything inflammable or that would vibrate.

While the efforts of the designer of motorcycle engines are necessarily restricted within closely defined limits, still, basic principles once established, as they have been by the trials in question, there is no apparent reason why any great difficulty should be found in their adaptation on a smaller scale.

Absurdities of the "International."

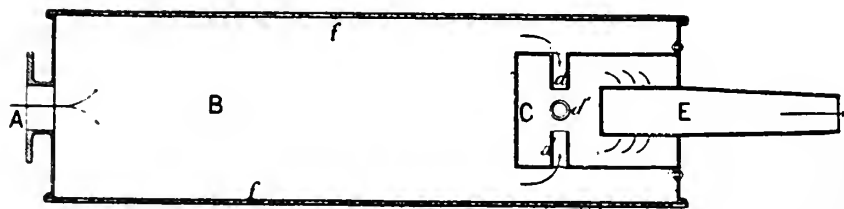
That the French and other Continental nations have never ceased to regard motorcycle racing as carried on by them in anything but a serious light, it is always an event of great importance to the Frenchman when he wins; nothing worth talking about when he loses, goes without saying. But there is a wave of feeling afoot in England discountenancing the building of such freaks as those employed. Their use in the recent international race is accounted for by the fact that it would have been useless to have entered a touring machine against the other monstrosities and still expect to win.

As an example of the absurd length to which some of the entrants were compelled to go in order to bring their machines within the prescribed weight limit in the recent international motorcycle race; it is said that in different instances it was necessary to cut off pieces of the handle bars, remove the screw stoppers from oil and fuel tanks, cut down the pedals until nothing was left but the spindles, file the rust off the rims and other similarly absurd expedients to reduce the weight a few pounds. It merely constitutes further evidence, if any were necessary, of the utter uselessness of the contest as a whole.

Farmer—What are you swearing at?

Cyclist—I've wasted more than an hour looking for a puncture, and haven't found it yet.

Farmer (consoling)—Well, never mind; perhaps you'll meet some one on the road who'll lend you one.



MARCEL & LARRIEU.

this muffler by a central tube and passes through holes into a concentric tube separated by baffle plates. Near each end of this concentric tube are holes through which the gases pass to enter the outer chamber; the bulk of the gases in the central tube pass through the holes as shown by the arrows, but a certain quantity also traverses small perforations at AA so as to meet the bulk of the gases after passing through the baffle plates, and in this way there is a tumbling motion set up which assists in giving a uniform flow. A part of the gases passes through the holes of the concentric tube in front of the perforated disk at AB, and it therefore leaves the apparatus before another quantity of equal volume passing through the opposite end of the concentric tube traverses the perforated plate so that

combine and create a vein or thread moving in a different direction, and which apparently blows without any force. This phenomenon is readily visible in an ordinary acetylene burner. The jets issuing from the two branches of the latter may be seen clearly and the force with which they are moving is apparent, but after meeting in a point at the flame the latter burns without appreciable movement or noise. Should the jets, however, in place of being situated obliquely with reference to one another, be directly opposed, their meeting results in an appreciable diminution of the force with which they are travelling. An apparatus based upon this principle provides, in consequence, an automatic method of deadening the sound which is accomplished without resorting to any artifices or accessories, the

FRANK KRAMER COMES BACK

He Describes Some European Experiences but is Reluctant as to His Winnings.

Frank L. Kramer, America's premier professional sprinter for the past four years, returned to New York on the Deutschland last Thursday afternoon with his trainer, Jack Neville. Floyd Krebs, of Newark, did not return with Kramer, as the "Flying Dutchman" had a race engagement to fill after Kramer's sailing date. The champion was met at the dock by Mr. and Mrs. D. B. Burnett, with whom he lives in East Orange.

He modestly declined to tell just how much European money he had won during his short trip, but said he had finished first in seventeen out of twenty open and match races in which he contested. He sailed for Europe on the Kaiser Wilhelm der Grosse on March 7, and during the time he was in Europe, raced in France, England, Italy, Belgium and Germany. He tells of one week when he appeared in Italy, France and Belgium during seven consecutive days, and was in no one city except Antwerp for longer than eight hours. The track at Antwerp is the one upon which the world's championships are to be run on July 17 to 24. Kramer was very sorry that he could not remain in Europe to compete in them, as he says the course is exactly to his liking. He won every race in which he started there and took nine heats in succession on it, though all were not finals. He says it is a quarter-mile track with a wooden surface, and that the banking on the turns is the best he has ever raced upon. The space immediately at the pole is flat, and from there it is banked in what Kramer was pleased to call "whale-back" style, the banking being at 45 degrees. Henry Mayer told Kramer that he was foolish not to wait over for the world's championships, as he acknowledged that the American would surely win if he competed and escaped the ever possible accident. As Mayer is perhaps the best of the European sprinters, this was praise from Sir Hubert indeed.

The greatest race which Kramer captured, was the Grand Prix de Paris, as many of the European sprinters would even rather win it than the world's championship. Last year that other great American sprinter, Iver Lawson, won it. When the Grand Prix was run there was an immense crowd of spectators, variously estimated between 20,000 and 30,000, among whom were M. Merlou, Minister of France, and M. Paul Brousse, president of the Paris Municipal Council. Kramer was pitted against Friol, last year's French champion, whom he defeated with ease in Madison Square Garden last winter, and Walter Rutt, the best of the younger German sprinters. Henry Mayer, Germany, and Poulain, France, were Kramer's opponents in the deciding heat. Poulain sprinted early and looked a winner, but Kramer made a last rush and won by less than two feet.

M. Merlou had Kramer brought to his box, and the pair had some champagne to celebrate the victory, and Kramer says there were newspaper extras out before he could change to his street attire. He received a beautiful Sevres vase from the French Republic for winning the contest.

When Kramer raced at Cologne, Germany, on one occasion, the crowd present was the largest one that had ever gone to a bicycle race in Germany. The returned cyclist said that all three of the races in which he had failed to win had been his own fault, because "I went to sleep in every one," to quote his own language. Two of the lost races were run on the Parc des Princes track in Paris, and they were the only contests in



NEW YORK BRANCH 214-216 WEST 47TH ST.

which he was engaged on that course. In the other race he was defeated in his semi-final by Walter Rutt, who was making his first appearance after his return from a racing campaign in Australia. Kramer says the race in London in which he finished first but was disqualified for "boring", was an outrage, as Mayer had ridden himself out and was "wobbly" at the time the alleged foul was committed.

He weighed 178 pounds when he sailed for Europe, and was lighter by ten pounds when he returned. Through a mistaken impression as to the time the Deutschland would dock, the delegation from Newark missed the champion. He had his bicycle trunk, two steamer trunks, two suit cases and his Sevres vase in an oilcloth covered box. He brought back a few trinkets for friends and told with glee of having to pay but \$14 duty on the lot. One of the dutiable articles was an elaborate blue silk, gold ornamented dog collar. The Sevres vase had been sent to Kramer's hotel the day before he sailed and he had never seen it. As it was a prize, he did not have to pay duty upon it. It is much like an old fashioned cake dish, with a four-inch handle underneath, is enameled a dark blue and ornamented with long stemmed three-leaf clovers. Kramer will race Saturday night at the postponed Valsburg meet, where McFarland, Menus Bedell and Fenn, the other returned travellers, will also appear.

THREE STATES REPRESENTED

Twenty-One Finish in Lawrence Wheelmen's Ten-Mile Handicap Road Race.

Riders from three States attended the fourth annual ten-mile handicap road race at Lawrence, Mass., on Saturday, 8th inst., the event, which is run under the auspices of the Lawrence Wheelmen and merchants, backed by that energetic dealer, L. J. Pepper.

Of the twenty-one men to finish, Peter Cutter, of Wakefield, handicapped at 3 minutes and 15 seconds, won first position. Emil Breakvelt, of Lawrence, took second place, his handicap having been 2 minutes 3 seconds, while J. B. Coffery, of Boston, one of the scratch men, took the third position and also the time prize in 24 minutes 35 seconds. The second time prize went to the fourth to finish, R. Wyatt, of Brockton, who came in with 24 minutes 38 seconds to his credit; while A. W. McDonald, of Boston, who finished seventh, made the third best time, which was 24 minutes 42 seconds. Both Wyatt and McDonald were started on scratch.

The summary of those who finished is as follows: 1. Peter Cutter, Wakefield, 3 minutes 15 seconds; 2. Emil Breakvelt, Lawrence, 2:30; 3. J. B. Coffery, Boston, scratch; 4. Ralph Wyatt, Brockton, scratch; 5. Hugh McPartling, Woburn, 1:15; 6. H. Kiessling, Lawrence, 3:45; 7. A. W. McDonald, Boston, scratch; 8. H. E. Magoon, Manchester, N. H.; 9. George Eastman, Manchester, N. H.; 10. George Cady, Lawrence; 11. Dubus Theo. Lawrence; 12. A. F. Connor, Lynn; 13. Frank Linauni, Lawrence; 14. John Watson, Wakefield; 15. Henry Hill, Watertown; 16. H. V. H. Champy, Methuen; 17. William Lacasse, Lawrence; 18. R. Zulas, Lynn; 19. Thomas Panacy, Brockton; 20. Fred Pingree, Topsfield; 21. Joseph Grace, Providence, R. I.

Brooklyn Motorcyclists Organize Again.

What has every appearance of being a real live motorcycle club has been reared in Brooklyn, N. Y., on the remains of the real dead one that existed there. The new one is styled the Brooklyn Motorcycle Club, and has as its president E. W. Carritt, a comparatively new rider, but one of energy, ideas, years and fine presence. C. L. R. Mosher is vice-president, C. L. Simms, who was the "lives" man in the dead club, is secretary, and R. L. Young treasurer. The road officers have not yet been chosen.

Stinson Defeats Bedell and Mettling

Will Stinson won his 25 miles paced match race with Menus Bedell and Louis Mettling on the Revere Beach track, Boston, on Saturday night last. As a consequence he will meet Harry Caldwell and James Moran on the same track to-night.

Bicycle Thievery Continues.

Although the police of Newark, N. J., believed that in arresting George Clark, of No. 56 Garden Court, they had effectually put a stop to the bicycle stealing which has been going on there for some little time, it would seem that they had reckoned without their host. The prisoner, it is said, admitted his guilt, and as four complainants appeared it was supposed that he alone was responsible for the wholesale appropriation of machines. He said that he glutted the second hand market in one New York store, and also sold several wheels to messenger boys in and about Manhattan. The latest victim is Fred Vreeland, of No. 39 Aster street. The police are now endeavoring to locate his machine, which was taken from Broad street in the vicinity of Clinton.

Reno Captures Exciting Relay Race.

In the great annual relay race at Reno, Nev., on the Fourth the Reno Wheelmen won a victory over the Garden City Wheelmen, of San Jose, Cal., in the most exciting event that section of the country has seen in years. Interest always runs high in this event, but this year eclipsed the record of the last five. The attendance was large and enthusiastic.

The climax came in the second relay, when the San Jose team succeeded in getting a big lead, which was maintained for some little time; then the Reno men began to close up, and from that time to the finish the

riders were nip and tuck and the race was hotly contested. In the home sprint Knox, the Reno man, beat Waibel, of San Jose.

Darling and Murphy Nearing Home.

The wanderers, Darling and Murphy, whose travels over their native land have been traced from time to time in the *Bicycling World*, turned up in Cleveland, Ohio, the day after the Fourth, smiling and nonchalant as ever. When they stopped at the public square their cyclometers showed a total mileage of 12,191 since they left their Jackson (Mich.) home so many months ago. It yet remains for them to visit West Virginia and Kentucky, and then they may feel free to turn their wheels toward home. From Cleveland they took their way toward Wheeling, by way of Akron, Columbus, Cincinnati and Louisville.

Westfield Enforces Sidewalk Ordinance.

Westfield (N. Y.) folk have decided that they simply cannot stand it any longer, and popular feeling has reached such a pitch that the village board passed a resolution early last week to the effect that hereafter the ordinance forbidding the use of the sidewalks by bicyclists should be enforced to the letter. Since then six arrests have been made, and fines imposed in five out of the six cases.

"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York. ***

Motorcycle Fleet Postponed to July 22.

Rain, which came up suddenly after a day of sunshine and which fell in torrents while most of the entrants were "warming up" on the track, caused the postponement of the F. A. M.—New York Motorcycle Club's race meet on the Parkway track, Brooklyn, from last Saturday to Saturday next, July 22. The entry list has been reopened, and there are prospects that G. H. Curtiss, of Hammondsport, N. Y., will be on hand to meet Oscar Hedstrom and J. P. Bruyere. The admission tickets of the 8th will, of course, remain good for the 22d.

Guinard Makes a New Record.

On Sunday, 3d inst., Guinard established a new motor-paced record for the 100 kilometers at the Parc des Princes track in Paris. He covered the distance in 1 hour 34 minutes 5 seconds, thus shaving the former figure of 1 hour 35 minutes 8-5 seconds yb over a minute. The second and third to finish were Lecuyer and Simar. Daragon, Parent, Lorgeon, Rene and Trante also competed.

Curtiss's Time Not a Record.

The time of G. H. Curtiss's whirlwind five-mile exhibition at Chicago on the 4th inst. was 5:25, and not 5:05, as was first reported. It was made on one of his big two cylinder machines, however, and as it was away over the 110 pounds limit, the time, unfortunately, will not stand as a record.

QUALITY TOLD AGAIN

in the

Irvington-Millburn Road Race

The "Cycling Derby" on Decoration Day.

WM. HOFSESS, the Winner, Rode a PIERCE.

In the "Derby" of the Year Before

E. J. McCALLUM, the Winner, Rode a PIERCE.

"TRIED AND TRUE"

Never applied more aptly than to

PIERCE BICYCLES

THE GEORGE N. PIERCE CO., - - Buffalo, N. Y.

JOHN GILPIN OUTDONE

Cop's First Motorcycle Ride a Corking
Non-Stop—No Time Taken.

From Rockford, Ill., comes a rather amusing tale of a non-stop, intramural road race of the involuntary order, which was recently run off by a policeman of that burg on a motorcycle belonging to a friend. It was a fortunate thing, as it turned out, that the cop in question had been a bicycle rider at one time, for by virtue of that training alone he was enabled to keep his head through the trying ordeal and to come through unscathed and triumphant at the finish.

As Officer C. Emil Peterson was strolling down Seventh street one beautiful afternoon, so runs the story, he stopped to have a look at a motor bicycle which was leaning against the curb in front of the Fred Bengston store. After a few minutes' conversation with the proprietor, it was suggested that he take a ride—it was so very simple, you know—and after some show of hesitancy he consented. He mounted the thing, and with a couple of turns of the pedals was off. Certainly it was a fine sensation, and, barring a little uneasiness lest the thing develop some offensive propensity, he found it quite to his liking. At the end of a couple of blocks he deemed it best to come about, but it was not wise to undertake it at the pace he was then going, and then, with a disturbing shock, he realized that he did not know how to shut off the spark. There was the brake, however, and he was not to be phased so easily as that. But the most strenuous application of the brake failed to cause any appreciable diminution in the speed of the motor. Rather it seemed to be gaining with every turn, and soon the doughty guardian of the peace realized that he was against it up, in the words of the poet.

On by the crossings of Tenth, Eleventh and Twelfth avenues he sped, now bending low and gripping the handles as if his very life depended on the firmness of his grasp, with muscles tense and eyes grounded on the track before him. At the corner of Fourteenth avenue he made a magnificent sweep, and was crossing the Nelson bridge almost before he knew it. And so he sped on, now navigating a turn with hairsbreadth clearance of the curb, now clipping the toes of a pedestrian who was in the act of crossing his path, and now dodging under the nose of a surprised dray horse. Until at length, after sundry twists and turns, he arrived at his starting point, all the while hoping against hope that something nice and easy would happen to the thing and that he might escape with nothing less than a broken collarbone.

Twice he made the circuit, and the streets were beginning to be clear, for there was in

the hearts of all who witnessed the ride a mortal terror lest the machine and its hatless rider, now going at a rattling pace, stirring up rolling clouds of dust and pounding madly on the front rim, should by some freak of fortune head their way. At last, just in front of the police station, with the speed slightly checked by a pile of dust at the side of the street—for the worthy officer by this time had come to scorn the middle of the way and followed whatever track his steed willed, whether the curb, the gutter or the sidewalk—he managed to jump down, still clinging to the beast, and half standing, half kneeling in the dirt to hold it in its mad plunges for freedom. Still the motor continued to mope, still the thing kept rearing and bucking in his tenacious grip, and still the crowd, bold enough now, continued to give advice as to the best way to quiet it. He was just about to give up in despair and let it go to its own devices, when, with a dying gasp and a few spasmodic coughs, accompanied by desperate kicks, the life went out of it and the danger was passed. After it was all over Peterson said he had not been at all afraid; that it had never for an instant been beyond his control, and that he had not stopped it any sooner because he wanted to see how long it would run before it stopped of its own accord. But there are those who say he was fibbing, or all signs go for naught.

Fleeing from a Black Christmas.

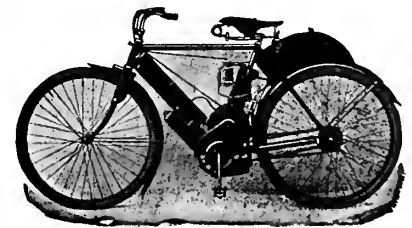
Shepard Christmas, whose highly colored name proclaims his racial characteristic, left his bicycle in the front yard of his home, No. 406 Washington street, Newark, the other day while he went in for dinner. While he was yet deeply engrossed in the consumption of Mammy's fried chicken, a little white boy came along and made off with the machine. One of the neighbors across the street saw him before he had gotten far, however, and spread the alarm.

Christmas borrowed a wheel from a friend, and at once gave chase, spurred on by that fixity of purpose which always marks the darky in pursuit of revenge. Out and along Frelinghuysen avenue sped the thief, paying but little attention to the order of his going, nor heeding the warning shouts of Mounted Roundsman Stuky, who thought he was going just a little too fast, but who was contented to let him go with a caution. Came next a little negro boy on a wheel which did not fit him, but which, nevertheless, was answering bravely to the impulses of a sturdy pair of little bowed legs which were wagging away as if they would come off. To the cop he told his troubles, and was given the direction of the trail and a godspeed by the sympathetic officer. When the paper went to press, the chase was still on, and the interest growing stronger each moment, for the pursuer was gaining rapidly on the fugitive.

"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York. ***

During
These torrid days

the thoughts of cyclists
turn or may easily be
turned, to motorcycles.

The Man with an
INDIAN

rises superior to heat
and to hills and head-
winds which serve to
increase the heat. It
may almost be said that
the most efficacious

Keep Cool Recipe

is

"Ride an Indian"

HENDEE MFG. CO.,

Springfield, Mass.

WANTS AND FOR SALE.

15 cents per line of seven words, cash with order.

INDIAN Motorcycles, grip controls, compensating sprockets, \$125, \$140, \$150; 1904 Rambler, new, spring fork, \$175; Mitchell, 4 h. p., \$90. Batteries and parts for Indian, Rambler, Warwick Motorcycles. We make a specialty of rebushing engines and reboring cylinders. **F. A. BAKER & CO.**, 1080-82 Bedford Ave., Brooklyn; 20 Warren St., New York.

WANTED—Second-hand Indian Motorcycles; I also want the trade of motorcyclists everywhere for supplies, ammeters, hydrometers, stands, spark plugs, belt hooks, chain links, batteries and everything else. **F. B. WIDMAYER**, Motorcyclists Supply House, 2312 Broadway, New York.

INDIAN motorcycle, cushion fork, grip control, etc., \$125.00. Rambler 1904, new, \$150.00. Complete stock of parts on hand. First-class facilities for reliable repairing on all kinds of motorcycles. **TIGER CYCLE WORKS**, 782 Eighth Ave., New York.

FOR SALE—100 good, sound second hand ladies' frames, complete with hanger, forks and head fittings, ready to set up or suitable to out down to boy's, girl's or men's, 75c. each for 10 or over. Gents frames and bicycles complete, all second-hand, cheap. **WM. McDOUGALD**, 357 N. State St., Chicago, Ill.

1905 Marsh Motorcycle, perfect order; only been run about 200 miles. Address **A. R. LEONHARDT**, Lowell, N. C.

1905 Merkel Motorcycle, used about 300 miles. Perfect condition, \$125.00. 20 Plane St., Newark, N. J.

CATALOGUE.

Thor Motor and Parts for Motorcycle and Hubs and Parts for Bicycle on application.

AURORA AUTOMATIC MACHINERY CO.,
AURORA, ILL.

BICYCLES and MOTORCYCLES

HIGH-GRADE LEADERS.

Fowler-Manson-Sherman Cycle Mfg. Co.,
45-47 Fulton Street, Chicago.
Write for terms.

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33 Murray Street, NEW YORK,
CARRY A COMPLETE STOCK OF

BICYCLES, TIRES, SUNDRIES
CAREFUL ATTENTION PAID TO
PROMPT SHIPMENT.

QUALITY
DIAMOND TIRES
THE DIAMOND RUBBER CO.,
Akron, Ohio.

Special Stampings
FROM
SHEET METAL
THE CROSBY CO., - Buffalo, N. Y.

The Week's Patents.

793,294. Brace or Strut for Bicycle Frames. Arthur L. Girard, Lincoln, Neb. Filed August 31, 1904. Serial No. 222,797.

Claim.—1. In a bicycle frame, the combination of the usual front post, seat post, upper and lower bars, and a rigid adjustable brace extending between the junction of said upper bar and seat post, and the junction of said lower bar and front post, whereby said frame is divided into two rigid triangular truss members lying in a common vertical plane, substantially as described.

793,393. Cycle Lock. Bernard Peducasse, Lyon-Montchat, France. Filed December 9, 1904. Serial No. 239,226.

Claim.—1. In a cycle lock, the combination with a frame tube and wheel, of a brake-shoe adapted to be pressed on said wheel and removed therefrom, a tube within said frame tube and connected thereto, a plate fixed to said tube, a second plate in connection with the brake shoe and adapted to slide on said first plate, said second plate being provided with two apertures, a spring connected to the first plate, a projection on said spring adapted to enter one or the other of the aforesaid apertures to lock the plates and key-operated means for releasing said projection to unlock the plates, substantially as described for the respective purposes set forth.

Worcester Pressed Steel Co.



**Light and Heavy
Metal Stamping
and
Cold Forging.**

Automobile, Bicycle and
Carriage Fittings.

Catalogs showing stock
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best equipments.

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the money than the use of the

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NOISELESS IN MUD, WATER OR
DUST AND ALWAYS EASY RUNNING.

The only chain having Frictionless
Rocker Joints. Insist on having the
Morse Twin Roller. Fits regular
sprockets.

Send for Catalogue and
Trade Price to

Morse Chain Co., Trumansburg, N. Y.

793,405. Pneumatic Tire. Edward C. Teuscher, St. Louis, Mo. Filed March 15, 1905. Serial No. 250,267.

Claim.—1. A pneumatic tire protector, adapted to be adjustably secured within the tire between the outer rim of the air tube and the inner tread of the main tire, consisting of an endless rubber band molded upon and enveloping a co-extensive strip of leather thickly studded with rivets, substantially as shown and described.

793,441. Tire. Raymond Healy, Brooklyn, N. Y. Filed December 28, 1904. Serial No. 238,567.

Claim.—A detachable leather tire having a tread and edges of one piece of leather, said edges being crimped and provided with clamping strips, as and for the purpose described.

793,631. Bicycle Whistle. Raymond C. Ayres, Saginaw, West Side, Mich. Filed Feb. 18, 1904. Serial No. 194,288.

Claim.—1. In a whistle, the combination with a casing, perforated partitions arranged within the casing and defining resonant air-chambers, one of said partitions being bent inwardly to reduce the volume thereof, curved air-deflecting chambers, each having a blowing-orifice in the top thereof communicating with the adjacent resonant chamber, and alternately-acting pumping devices for forcing air to said chambers.

793,937. Inflation-Valve. John E. Keller, Jr., Litchfield, Conn. Filed August 20, 1904. Serial No. 221,569.

Claim.—1. An inflation-valve comprising a tubular stem provided with a smooth counterbore, a guide-tube fitted within the counterbore and provided with a packing ring engaging the back of the counterbore, an externally smooth valve-tube embracing the guide-tube, within the counterbore of the stem and engaging the packing-ring, valve mechanism within the valve-tube, and a retaining-cap detachably connecting the valve-tube with the stem.

794,018. Turning-Gear for Vehicles. John C. Hughes, South Omaha, Neb. Filed April 12, 1905. Serial No. 253,129.

Claim.—1. In a mechanism of the class described, the combination with a truck-body, of a sectional, rear axle carried by said body, wheels fixedly secured to said rear axle, means for adjusting the sections of said rear axle and tilting the wheels thereof in parallel position, stub-axes secured near the front of said truck-body, wheels journaled upon said stub-axes, and cam means for permitting of the longitudinal and vertical adjustment of said stub-axes.

OILERS.

"PERFECT"

25c.

"GEM"

5c.

"LEADER"

10c.

"CROWN"

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"STAR"

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We make oilers for almost the entire trade. The quality of our oilers is unequalled.

CUSHMAN & DENISON MFG. CO., 240-2 W. 23d St., N. Y.

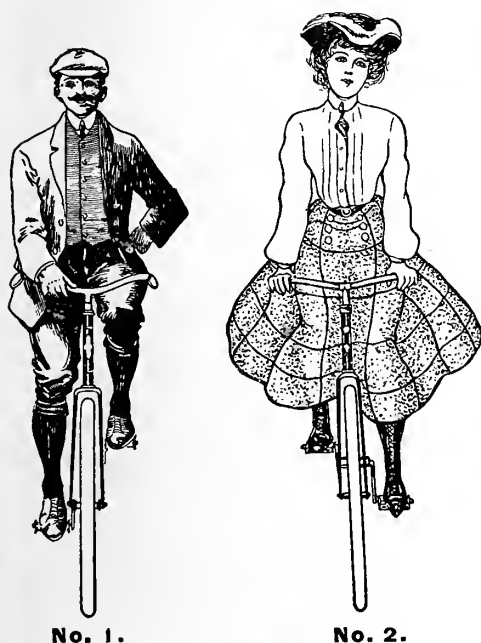
FIRST CATCH THE EYE,

then appeal to reason, is given as the basis of all good advertising.

AS EYE-CATCHERS

THERE IS NOTHING SO GOOD AS PICTURES.

These illustrations were designed specially for the use of cycle dealers.



No. 1.

No. 2.



No. 3.

Electrotypes—This size, each, - 35 cents.
Two inches high, - 25 cents.

ORDER BY NUMBERS.

THE BICYCLING WORLD COMPANY
94-96 Tribune Bldg., New York.

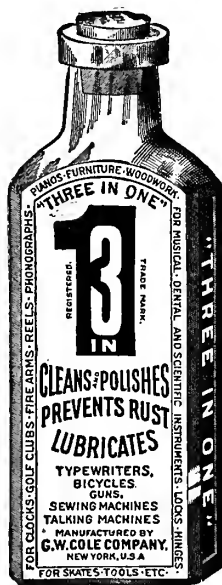
Trophy for Quietest Motorcycle.

Evidently the demand for a quieter motorcycle is not confined to America. Herr Gustav Gurschner, a well known artist of Vienna, has presented a trophy to the Motorcycle Union of Austria for an international competition for the quietest motorcycle. The rules and regulations to govern the contest are being drawn up by that organization.

Motorcycles Popular with Germans.

The German Motorcyclists' Union now numbers 8,000 members, 3,700 of them having joined during the last year.

"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York. ***



GRAFT.

Political grafters rob the city; business grafters rob you. If you help palm off rank imitations on your trade—the grafters get your money—and you get your customers' ill-will.

When your customers get "3 in One" for lubricating, cleaning and polishing, preventing rust, they are happy. They come back for more because "3 in One" is an honest oil compound made by an honest firm, doing business on maybe old-fashioned but honest principles.

So don't graft yourself—ask your favorite jobber for prices and at least a trial dozen.

G. W. COLE COMPANY, 141 BROADWAY, NEW YORK

P. S.—Remember, there is and can be only one "3 in One."

3 in One friends are best friends.

Electrifying

is about the only word that begins to describe the work of the



INDIANS

in the

Mt. Washington Hill Climb

on July 18th.

On a Two-cylinder Indian

Stanley T. Kellogg went up in **20:59 1-5**

away inside all previous records and but four-fifths of a second slower than the record-breaking ascent made by the fastest automobile—a 60 h.p. racing car;

Oscar Hedstrom went up in **22:42**

also a record smashing ascent.

On a Single Cylinder Indian

Kellogg scaled the rough eight mile mountain in . . . **26:24**

Compare Those Times

with the best previous records:

Automobile	24:37 3-5
Motor Bicycle	34:11 3-5
	52:42 2-5

The Indian has earned its success by consistently deserving it.

HENDEE MFG. CO.,

Springfield, Mass.

WANTS AND FOR SALE.

15 cents per line of seven words, cash with order.

INDIAN Motorcycles, grip controls, compensating sprockets, \$125, \$140, \$150; 1904 Rambler, new, spring fork, \$175; Mitchell, 4 h. p., \$90. Batteries and parts for Indian, Rambler, Warwick Motorcycles. We make a specialty of rebushing engines and re boring cylinders. F. A. BAKER & CO., 1080 S2 Bedford Ave., Brooklyn; 20 Warren St., New York.

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COLUMBIA motorcycle for sale or exchange for cheaper make. I want money; make offers. BOX 192, Winsted, Ct.

FOR SALE—100 good, sound second hand ladies' frames, complete with hanger, forks and head fittings, ready to set up or suitable to cut down to boy's, girl's or men's, 75c. each for 10 or over. Gent's frames and bicycles complete, all second-hand, cheap. WM. McDOUGALD, 357 N. State St., Chicago, Ill.

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AURORA AUTOMATIC MACHINERY CO.,
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HIGH GRADE

wheels must have the
best equipments.

There is nothing that gives more value for
the money than the use of the

MORSE TWIN CHAIN ROLLER



**NOISELESS IN MUD, WATER OR
DUST AND ALWAYS EASY RUNNING.**

The only chain having **Frictionless
Rocker Joints**. Insist on having the
Morse Twin Roller. Fits regular
sprockets.

Send for Catalogue and
Trade Price to

Morse Chain Co., Trumansburg, N. Y.

The Week's Patents.

793,998. Tire for Vehicle-Wheels. George Dryden, Chicago, Ill. Filed July 8, 1904. Serial No. 215,718.

Claim.—1. The combination with a vehicle-tire strip comprising a strip of rubber shaped at its base to fit in a tire-channel, of a shoulder extending longitudinally of said tire-strip on each side thereof at the top of the base portion, a reinforcing-base of fabric or the like permanently secured to the bottom of the tire-strip, an investing fabric inclosing the same and extending to said shoulders, transverse binding-bars lying beneath said shoulders and a down-turned foot at each end of each bar extending into close proximity with the reinforcing fabric at the base and affording a broad bearing thereon, the ends of said bars having a layer of rubber above and below the same.

794,011. Attachment for Explosive Engines. William B. Hayden, New York, N. Y. Filed Oct. 22, 1904. Serial No. 330,608.

Claim.—1. The combination of an electrical generator, an engine adapted when operated to operate said generator, a combined energy-storing and compound spring-coupling device interposed between the generator and the engine, said device forming a power-transmitting connection between the engine and the generator, so that when the engine is operated, motion will be imparted to the generator, and further forming means to operate the generator in advance of its operation by the engine, and a speed and power regulating mechanism operated by said device and adapted to intermittently disconnect said device from the engine, and adapted to intermittently discontinue the operation of said device by the engine when the operation of the generator exceeds the speed limit set therefor.

794,082. Valve-Cap. John V. Crone, Greeley, Colo. Filed June 21, 1904. Serial No. 213,497.

Claim.—1. In a valve-cap, the combination of a body part adapted to be connected with a hollow valve stem, a spring-actuated cap pivotally connected with the body part and having a tendency to assume the open position, and a locking-lever mounted on the body part and adapted when thrown to the locking position to hold the cap in the closed position.

794,117. Electric Spark System. Frank I. Remy and Benj. P. Remy, Anderson, Ind., assignors to Remy Electric Company, Anderson, Ind., a Corporation of Indiana. Filed Nov. 4, 1904. Serial No. 231,457.

Claim.—1. A sparking system consisting of a transformer having in its primary circuit an alternating current generator, inductance in said primary circuit of such proportion that the increase in current lag due to increase of speed of the generator will cause at different speeds the production of substantially the same current value in the primary circuit at a given point in the angular advancement of the generator, and means for breaking said primary circuit substantially at that point in the angular advancement of the generator where such substantially uniform value of current is produced.

794,133. Transmission-Gearing. Colcord Upton, East Danvers, Mass., assignor to Upton Motor Company, a Corporation of New Jersey. Filed July 30, 1904. Serial No. 218,865.

Claim.—1. A transmission-gearing comprising a driving member, a driven member, a clutch to connect them rotatively, and gear-

ing interposed between said members, part of said gearing being supported to have lateral adjustment and being adjustable in a direction at right angles thereto to vary the speed of the driven member, substantially as described.

794,197. Pneumatic Tire. William F. Sterns, Batavia, N. Y. Filed August 8, 1904. Serial No. 219,807.

Claim.—In a pneumatic tire, the combination of an air-tube; a plurality of alternating puncture-resisting pads and binders, and an outer sheath; the pads being approximately crescent-shaped and having thinned side marginal portions which extend inwardly past the felly-line of the tire, the pads consisting of thin casings of vulcanizable material filled with puncture-resisting fibrous material; the binders being of vulcanizable material; and the casings, binders and outer sheath being vulcanized together.

794,226. Muffler. Peter J. Ihrig and George J. Ihrig, Springfield, Ohio. Filed May 6, 1904. Serial No. 206,624.

Claim.—1. In a muffler, the combination, with an exhaust-pipe, of a plurality of outlet-pipes of substantially the same diameter as the exhaust-pipe beyond their divergence therefrom, connected with said exhaust-pipe and each provided with a separate exhaust-head discharging independently into the atmosphere, substantially as described.

794,502. Carburetter. Henri J. E. Hennebute, Paris, France. Filed December 22, 1903. Serial No. 186,203.

Claim.—1. A carburetter for regulating and homogeneously mixing air and combustible liquid, including, in combination, an outer tube, a chamber for containing liquid hydrocarbon being formed by the lower end of said outer tube, means for maintaining such liquid at a constant level, an inner tube extending at its open lower end into said chamber, baffle-plates arranged close together around the lower end of said inner tube for saturating the air as far as possible with the liquid hydrocarbon, and more widely separated baffle-plates above said saturating-plates for homogeneously mixing the air and liquid, the alternate widely-separated plates having relatively small radial oblong openings and larger openings alternately, said inner tube having supplementary openings at a point above the lower end and above the saturating baffle-plates for admitting additional fresh air to the saturated air before the latter reaches the upper mixing baffle-plates to insure a homogeneous mixture of the already-saturated air, and means for regulating the area of said openings to suitably proportion the mixture according to the atmospheric or hygrometric conditions of the air.

"PERFECT"



OILER.

For High Grade Bicycles. The best and neatest Oiler in the market. **DOES NOT LEAK.** The "PERFECT" is the only Oiler that regulates the supply of oil to a drop. It is absolutely unequalled. **Price 25 cents each.**

We make cheaper oilers, also.

Cushman & Denison Mfg. Co., 20-2 W. 23d St. N. Y.

The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LI.

New York, U. S. A., Saturday, July 22, 1905.

No. 17

NO ACTION BY DEFENDANTS

Their Attorneys Not Yet Consulted Regarding Appeal in Bottom Bracket Suit.

While the presumption in general that the defendants in the bottom bracket suit will appeal from Judge Ray's decision upholding the validity of the Smith patent, nothing definite appears to have been done in the matter.

Inquiry of one of the principal parties to the defense brought the reply that they had not yet been able to confer with their attorneys.

Meanwhile all is speculation, the most interesting form of it having to do with the probable or possible amount of royalty that the Pope Manufacturing Company will be able to collect in the event of Judge Ray's decision being sustained. Some of the guesses run well up into the millions, the guessers pointing out that whatever the bicycle manufacturers may do to escape being mulcted, the scores of big department stores, mail order houses and hardware firms, and which have sold hundreds of thousands of bicycles since 1894, will offer a fruitful field for collection.

Big Motors the Rule.

Foreign practice in the design of racing motor bicycles seems to agree on the exclusive use of the two-cylinder motor. In the recent French eliminating trials all the machines were of this description and were very heavily built. The bore and stroke of the Griffon, which finished first, is approximately 3 11-32 by 3 11-32 inches; that of the Peugeot, which gained second and third place, 3 5-32 by 3 3/8 inches, and the Alcyon, which came in fourth, is 3 17-32 by 3 17-32 inches. Nearly all of the English machines which competed in the trials on the Isle of Man, were 2 3/4 by 3 3/4 inches, except the Collier, which has a bore of 2 5-16 inches.

Device to Lock Up the Gasolene.

E. Hill, Jr., South Norwalk, Conn., is placing on the market what he styles the "Hill lock valve"—a device for use on automobiles or motorcycles that locks the gasolene supply against meddlers. The valve is applied to the gasolene feed pipe and is locked with a

key which the owner may carry in his pocket.

Hartford Rubber's Big Gain.

At the annual conference of the officers, branch managers and travelers of the Hartford Rubber Works Co., last week, every face wore a smile of satisfaction and of unusual dimensions. It came out that the business of the company during the first six months of the year had been a 100 per cent. record-breaker; it totaled \$2,050,000, or more than twice as much as was done during all of 1904. President C. H. Dale, of the Parent Rubber Goods Co., who also was present, complimented the Hartford staff on its magnificent showing, and figuratively patted on the back each member of it.

Spain Offers a Field for Trade.

"There is trade, and good trade, to be done in Spain," according to a Madrid correspondent of Bicycling News. "Cycling has gone up in popularity," he adds, "and the demand is for known brands of bicycles; the cheap and nasty stuff finds a very poor market. It is a mistake to suppose that the highways of Spain are all bad. There are hundreds of miles of good roads, and the poor ones are being improved, but with the proverbial slowness of the Spaniard."

Argentina's New Import Tariff.

In the new Argentine tariff cycle wares are subject to the following duties: Cycles (other than children's), single saddle, wheels not over 24-inch diameter, \$10 each; children's cycles, wheels up to 24-inch diameter, \$4.50 each; cycles with more than one saddle, for each extra saddle, \$10 each; cycle accessories and parts in general (finished), 63 cents per kilo.; accessories of iron (unfinished), 2 1/2 cents per kilo. The duties are reckoned in gold dollars.

May Make a "Newly Patented Gear."

D. O. Bachman, who is described as "a well known manufacturer of Keystone, W. Va.," is negotiating with Cincinnati parties for the occupancy of a plant at that point, in which he desires to manufacture "a newly patented bicycle gear." The newspaper report that conveys this information adds that "there is West Virginia capital behind the movement."

WILL NOT MAKE AUTOMOBILES

How the Report Originated Concerning Neverleak People and Bother it Caused.

When the Buffalo Specialty Mfg. Co. changed its corporate title to Buffalo Specialty Co., and became a half-million-dollar corporation, their attorneys, as an afterthought and for good measure, included the manufacture of automobiles in the objects of the concern. As a result, the officers have since been pestered by callers and letters asking their intentions in that direction and seeking to interest them in all manner of things and schemes and appurtenances having to do with automobiles.

The Buffalo people, however, have no plans of the sort. They do not and never did intend to manufacture automobiles or automobile parts, and that impression, conveyed by the notice of their incorporation was, as stated, an eleventh hour thought of the attorney in the matter, who, believing a blanket charter covering any and all possible eventualities was the proper caper, acted accordingly.

The Buffalo Specialty Co. will confine itself to the production of Neverleak, liquid veneer and other small specialties that have built up their business to such large proportions that a printing plant on the premises and fifty-five girls are now required to carry out the campaign of publicity that is being continuously waged.

Is the Tandem Reviving?

According to one of the British prints, the renewed popularity of the tandem has been so marked this season that "two or three of the best firms intend making a specialty of the two-seater during 1906."

New \$50,000 Corporation.

The Armco Motor Co., Chicago, has incorporated under Illinois laws, with \$50,000 capital. S. T. Meservey, A. N. Eastman and E. P. Eastman figure as the corporators.

The Retail Record.

Smithtown, N. Y.—Jacob Bowers; new repair shop.

SALESMEN WHO CAN'T SELL

Why Some Men are Failures in Trade and How They Might Succeed.

Every selling force has a number of incapables—men who do business as a beggar lives upon the street—from hand to mouth. They drift along on the current of the day as a water-soaked log drifts down a sluggish stream. The atmosphere about them is loaded with delay. Their work drags interminably—their mail goes unanswered—their appointments are postponed—documents pile up before them—orders get cold before they are filled—they carry about important data on scraps of paper in Heaven-knows-what pocket of the Lord-knows-which suit of clothes.

When a paper demanding action falls into the hands of one of these men, it becomes forthwith a dead document—entombed for weeks, months or all time in a convenient pigeon-hole.

Such a man's desk is a cemetery; his office is a place of stagnation more choked with dead matter than a standing pond.

A man of this sort has no more initiative than a load of sand. He attends from day to day to the casual details—or some of them—that turn up of themselves at his elbow and force themselves upon his attention. But he has no perspective—no view of his work as a whole, no clear conception of the main objects that he should accomplish—no systematic method of covering all the points that offer opportunities for profitable action—no scheme of unearthing fresh possibilities and continually throwing out new lines of attack.

He has no mind to plan, and no steam to push a plan through to completion. He lacks every quality of an executive.

Yet how numerous he is in business.

How many men are attempting to fill the positions of business generals who ought to be carrying water in the army's rear—and will be before the war is over.

How many leaders are conducting on to failure business enterprises which under proper management would march straight forward over every obstacle to success.

Men of this type do not necessarily neglect business for other pursuits. Their trouble lies deeper than that.

They get down to the office at the regulation time, they remain at work the regulation time, they knock off work—or their semblance of work—at the regulation time. They put in the regulation number of hours all right—but they might as well be a thousand miles away asleep under a shady tree, so far as actual accomplishment of anything valuable is concerned.

They are all the time doing things, but they never get anything done.

The business world demands results—and these men cannot get results.

It calls in thunderous tones for productive action—and they can only imitate productive

action as a stage soldier imitates marching by marking time.

They start out, but they never arrive anywhere—they set sail, but they never make port.

Every stay is slacked on board their business craft—every bolt is loosened—their working equipment is slipping and sliding all over the deck—the compass is out of whack—the sails are unbent—the engine is choked with rust—nothing is shipshape or in working order. Like abandoned derelicts they go drifting and dodging across the business sea, doubling and redoubling on their track, headed everywhere in general and bringing up nowhere in particular.

They are tranced in inertia—steeped in postponement—paralyzed with procrastination. They are Rip Van Winkle sleepers—in a world that sets its highest premium on being wide awake.

And because these men are asleep, they do not realize their own condition. There is nothing in this earthly frame of things more marvelous than the infinite self-complacency with which a slow-going, jog trot man moves on his sluggish jog trot way.

Uncle Obadiah's old mare upon a country road is a skittish thoroughbred in comparison.

Such a man is conscious of no fault in his methods. He believes that he is moving as fast as anybody.

And if he isn't, what difference does it make? He is sure that he will arrive all right in the end.

A jog is a fast enough pace for him. "Fairly good is good enough," is the basic principle of his easy-going philosophy. "O, that will do well enough," is the expression most frequently on his lips.

He is content to be just holding his own—just getting along. So on he goes—jog, jog, jog—his mind full of peace—even though his pocket be empty of coin.

The jog-trot traveler esteems himself a business man because he is in business.

One may as well say a mud turtle is a pickerel because he happens to crawl into a pond frequented by pickerel.

A business man is a man who does business—who gets results.

Lukewarm water won't take a locomotive anywhere, and lukewarm purposes won't lift a man to any height of achievement in the business world.

The great things of history were never done by jog-trot men, take-your-time men—self-complacent plodders—placid, peaceful, rut-travellers—easy-going followers of routine.

All of these are men in different stages of slumber.

It takes a live man to get things done in this world—a man intensely wide awake—a man palpitating with eager energy, his head full of the fire of ambition, his heart full of the hunger of achievement, his veins full of red blood.

Business is a battle, but many men in business have no more fight in them than has a feather bed. They are constitutional Quakers—they keep peace with all the world

and with every obstacle, attacking nobody and nothing—not even their difficulties. They are drab-colored, half-hearted, inoffensive non-combatants—camp-followers hanging around the edge of the business scrimmage and never plunging straight into the thick of the fray, where the hard knocks are going and all the glory and prizes are to be won.

Genius is intensity. The man who gets anything worth having is the man who goes after his object as a bulldog goes after a cat—with every fibre in him tense with eagerness and determination.

It takes force and fierceness, gimp, grit and gumption to run down success.

Life is no dressing-gown-and-slippers game. It is a fight fiercer than a street riot. Destiny is trying to down you. Square off and hit out at her as hard as you are able.

You alone can save yourself from failure. Be on your guard against your weakness. Get a grip on yourself. Take your habit of puttering and dawdling by the throat and choke the life out of it.

Stop loitering. Quit lagging at the tail of the procession, where you have to take every one else's dust. Hit up the pace—break out of the rear ranks—make a dash for the front of the parade, where you can get a view of the prospect ahead and hear the music of the band wagon. Bring all your powers into play—go in for all you are worth. Do something—if it be only for a single occasion, with all your earthly might.

Key yourself up to concert pitch.

Don't be a lump of dough. Set a little yeast at work in yourself and see if you can't rise.—W. C. Holman, in "Salesmanship."

Two Prominent Dealers Arrested.

W. D. Wilnot, of Fall River, Mass., and Hoyland Smith, of New Bedford, both of them old and well known dealers in bicycles, and not unknown in the vicinity, while riding outward in the Boston riding district, on Thursday, the 13th inst., were arrested for exceeding the speed limit while passing through Mattapan, not far from the Milton line. They were accused by the policeman who stopped them of going somewhere in the neighborhood of twenty miles an hour.

After a delay of an hour and a half they were permitted to give cash bail to the amount of \$25, and went on their way, promising to appear at court in Quincy the following morning. There they pleaded nolo contendere, and paid a fine of \$10 each, which, coming in addition to the \$3 previously paid to the officer for his services, made their expenses mount up to such a figure that they decided to abandon the project of a tour through Southeastern Massachusetts, which had been nipped in the bud by this unfortunate circumstance. And the sad part of it all is that they are both of them quite sure that they could not have been going at any such pace at the time. Other riders going at fully eighteen miles an hour passed them, even while they were parleying with the cop, yet they were not questioned in the least.

HEADING FOR OLD KENTUCKY

Darling and Murphey Near the End of Their Tour—Their Tale of Woe.

Those two young adventurers, Darling and Murphey, who have been traced from time to time in their journey into every State in the Union, report from Zanesville, Ohio, that to date they have travelled 12,467 miles, and have touched every State except Kentucky, toward which they are now headed. Columbus, Dayton, Cincinnati are on their route through Ohio, while, from Louisville (Ky.) they will pass through Indiana, to their native State, Michigan. Speaking of their adventures, after leaving New York, they say:

"After leaving Gotham we travelled through Connecticut without incident. At Providence, R. I., the first event of importance occurred when a blundering drayman deliberately rode over Murphey's wheel. The wheel was standing in front of a building at the time and was apparently quite out of harm's way, but in some inexplicable way the aforesaid drayman got his eagle eye on it, and then it was all off. When he had finished with it, the front rim was nothing but a mass of kindling wood. Truly, he should have been complimented on the artistic manner in which he performed the work, and undoubtedly he would have been had he remained in the vicinity until we came out to view the remains.

"Successively, we passed through Massachusetts, Maine and New Hampshire, everything going swimmingly until we had left Portland, Me., our wheels turned Westward. Then our woes began to multiply thick and fast. It all began on one of those lugubrious Sunday mornings when the sky is overcast with dark, threatening clouds, and an almost imaginary drizzle is in the air. We were on our second day out from Portland, and now we began our day's journey through a mountain range which was apparently an offshoot of the White Mountain family, so famous for its beauty. Event No. 1 occurred very suddenly and unexpectedly. A gaunt and ungainly specimen of the canine race, with appetite apparently whetted by the long delayance of breakfast, took a fancy to Murphey's 'fatted calf' and accordingly chewed out just a small chunk, by way of sampling its flavor.

"After that 'things happened' with most bewildering rapidity. To begin with, in sliding down a mountainside, Darling broke his coaster brake, much to his disgust. Then after a short space of time, and without the slightest warning, the drop bar of his frame snapped short off. After that it was a case of 'hike' all the rest of that livelong day, and, just by way of a doleful accompaniment to our misery, the rain came pattering down in generous splashes, continuing at intervals until after nightfall. It was

very discouraging, but it was only a foretaste of the misery which the old Green Mountain State had in store for us.

"Vermont! We shall remember the fate which there befell us to the end of our days. For there it was that the dark waters of failure closed over the sinking form of our good little ship of hope, which had remained staunch and true to us for so long. There it was that sacrifices, hardships and narrow escapes, from death even, which had come to us along the way were all brought to naught. Suffice it to say that we became 'financially embarrassed,' and that the necessity of catering to the wants of the inner man, and the unavoidable need of having the wherewithal to make that provision, literally compelled us to resort to manual labor, which, being in direct violation of the provision of the wager upon which the trip was based, lost to us, for all time, the hope of winning the \$5,000 purse, which we had seen in our dreams these many months.

"Needless to say, it was a hard blow to us, but as the beginning of the end came away back on the Atlantic Coast, this was but the culmination of an inevitable destiny.

"After recovering from the shock, in a measure at least, we decided to complete the trip, adhering in every possible way to the original terms of the wager, thereby establishing a record trip. Across old New York State, up the valley of the St. Lawrence, we took our way, accordingly, and along the shores of the blue Ontario, touching at Rochester, Buffalo, Erie and Cleveland, following the Erie shore line to the latter point, from which we turned abruptly to the southward and headed across the Buckeye State to Wheeling, West Virginia. Thence we made a line shot along the old national pike, toward Columbus, and so here we are."

Equal Rights, Massachusetts Brand.

Taking advantage of the amended law, and following the example of several narrow-minded dots on the map of Massachusetts, Lenox, in that State, has closed several of its streets to automobiles and motorcycles. This means that a motorist living on the prohibited streets cannot take his property into or out of his own home. In Bourne and Falmouth, also in the "liberty loving" State, they have enacted ordinances naming different rates of speed for different streets, so that no motorist who is not accompanied by a local cicerone is safe within their borders.

Motorcyclists Inaugurate Evening Runs.

The New York Motorcycle Club inaugurated its evening runs on Wednesday last when City Island, "where breezes blow and cooling beverages are on tap," was the destination. Completion of these runs will count one-half point in the score for the club's "reliability trophies"—two cups that will be awarded at the end of the season to the members with the best scores, which are made on a basis of a half point to riders who reach the destination of each regular run, and a full point to all who complete the round trip.

HOW TO BRAZE OLD PARTS

Suggestions for the Operation of Cleaning, a Necessary Bit of Preparation.

"Cleanliness is next to godliness," in bicycle repairing as in many other fields of endeavor, and while the repairer may personally be as filthy as circumstances compel or taste permits him to be, his work in many instances must be absolutely clean; in short, free from any kind of foreign substance. In nothing is the necessity for cleaning more apparent than in parts that are to be brazed, such as tubes of small diameter, forks and back stays, for example. These are generally sent out covered with a liberal coating of grease, often both inside and outside. This must naturally be entirely removed and the insides or the ends of the tubes must be prepared so that the brass used in the process may be depended upon to flow and properly amalgamate with the inside surfaces to be brazed.

Several methods of doing this are open to the repairer, but some of them have disadvantages that counterbalance their merits. A hot bath of caustic soda will naturally suggest itself as the surest method of eliminating every trace of grease, and subjecting the parts to this treatment for about fifteen minutes will undoubtedly answer the purpose. But this must be followed by a second thorough cleaning, as any traces of the caustic solution remaining in the tube will cause corrosion later, to the ruin of the enamel and the possible weakening of the joint. Erosion is probably the safest method of preliminary treatment for brazing work, as the uniformly bright appearance of the metal to be joined is a certain indication of its readiness, while the slight roughness which is incident to the process is rather an advantage than otherwise, chiefly for the reason that in tubular work it is practically impossible to maintain the surfaces in actual intimate contact throughout the operation, and the slight roughness acts as a blinder.

Doubtless one of the speediest and, on the whole, most satisfactory methods of doing this is by means of the blow pipe. Burn out all traces of oil and grease and go over the parts to be joined with a file until the surfaces are bright throughout. This, of course, can only be well done with the aid of a file of a section suitable to the shape of the tube being operated upon. The same remarks apply to the brazing in of the liners in the tubes of frames, but here greater care is necessary, as the subsequent brazing of the tube into the lugs may interfere with the joint between the liner and the tube.

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Motor World Publishing Co., 154 Nassau street, New York. ***



National, Model 80 Special

The weather for the last four months has not been good for racing, but on the other side of the world they are doing good work on the Nationals. The last of January at one meet in New Zealand, two National riders scored four firsts, three seconds, three thirds and six fourths, and at the Timaru Sports, another National rider won all races on the program. They have found out that Nationals are winners, and send 15,000 miles to get them.

In thirty days the sport will begin in the U. S. The Model 80 special National is the winner. Show a sample and it will sell.

NATIONAL CYCLE MFG. CO., Bay City, Mich., U. S. A.



W. E. BAUM,
Sec'y Chicago Motor Cycle Club.

WHAT

Mr. W. E. BAUM,
Sec'y Chicago Motor Cycle Club

SAYS

OF

FISK TIRES

Last year he rode 12,771 miles, of which 3,100 miles was on three pairs of ——— tires, and 9,671 on one pair of No. 88 H Fisk tires 28 x 1 $\frac{3}{8}$ in., and during the entire year he only had one puncture in the Fisk tires. Last year he received First Prize in Chicago for Century Runs and Third Prize in New York.

He states that Fisk tires are not only easier riding but will wear longer and better than any tire he ever had.

FISK RUBBER COMPANY,

Chicopee Falls, Mass.



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To Facilitate Matters Our Patrons Should
 Address us at P. O. Box 649.

NEW YORK, JULY 22, 1905.

The Case of the Free Wheel.

In the contribution of Mr. G. R. Broadbent, appearing in another part of this issue, may be found what must be considered as the first reasonable exposition of the merits of the so-called "free wheel," that is the hobby of the British cyclist. A definition fully as pertinent, though not as brief, would be a "permanently unfixed gear," for that is what the mechanism amounts to.

Mr. Broadbent qualifies as an expert before entering upon the discussion, and his authority to review the matter from the point of personal experience is not to be doubted. However, a summary of the points both pro and con on either side of the question would appear to establish the case against him upon his own arguments. He is frank to admit the mechanical superiority of the coaster brake—in short, says that it is "ideal," and that nothing better adapted to the purposes in view could be devised. Although he makes no comparison of the efficiency of the hand and coaster brake, and it would be futile to do so, for there can be no basis of comparison, he adds that the use of the former causes more or less stiffness of the leg through the strain put upon it in

back pedalling. But does not the hand become doubly cramped in tightly clutching the small levers necessary to apply the independent brake on a long hill?

There can surely be no comparison where personal comfort and safety are concerned. To slacken speed in time of danger is instinctive, and the instinct takes form in the coaster brake, while the holding power of a brake is always proportional to the amount of pressure applied, and it must be admitted by even the most skeptical that the capacity of the rider with a coaster brake is ten times greater than that of one who is compelled to rely upon the clutching power of his hand, whether the latter cause one or two brakes to be applied. The value of one good brake as against many inefficient ones was amply demonstrated before the universal application of the air brake, when the latter on the engine could stop a long train of freight cars in a fraction of the time required to do so by setting all the hand brakes.

The question of the unsightliness and inconvenience of brake levers and wires is dispensed with by Mr. Broadbent with the statement that independent brakes were generally used by the British cyclist, anyway and, of course, it is easy to become accustomed to anything. As for his statement that a multiplicity of devices affords a greater range of choice and is beneficial to the trade, that goes without saying. The convenience of free pedals for resting the wheel against the curb and the possibility of running the feet backward while coasting forward after a long climb are flimsy reasons for their existence.

Where the possibility of having variable gears is concerned, this is a matter that differs considerably with personal taste, and prior to the invention of a two-speed coaster brake, there was apparently no great hankering after such a combination as he describes in this country. The matter of lower initial cost and ease of installment may doubtless have largely affected the question of the Englishman's adoption of such a compromise as the free wheel in preference to a more expensive though greatly more valuable attachment, but, taken all in all, this was probably not the chief factor by any means.

Mr. Broadbent's view of the matter is doubtless that of many others in his position, and from his conservative, rational manner of treating the subject, is extremely interesting. However, he not only fails to establish his case, but proves that of the coaster brake

by admitting that it is all that is claimed for it and a little more.

Feeling the Public Pulse.

"Feeling the public pulse" is a fine art. Ability so to do on the part of a manufacturer often marks the difference between success and failure. Generally speaking, it is his aim to produce that which the public most desires. "Educating the public" is a slow and expensive process, and while frequently it is necessary and is frequently accomplished, it is uphill work. It is a situation that gives value to the utterances of disinterested people; it is their opinions or objections to a particular article that constitute what passes as the "public pulse."

At this time, such utterances as they apply to motor bicycles are pointing a clear path to the makers of those vehicles, if they will but see it. Thus, when one old wheelman writes that their "noise and the dirty appearance of most of those who ride them" are his chief objections to the power-driven bicycle, it is plainly the duty of the manufacturers to reduce the noise; the objection is not a new one, and only last week the Bicycling World showed how it may be answered. Another contributor to the daily press shows that he knows absolutely nothing about the machines, yet voices an opinion of weight when he doubts that the motor bicycle ever will become really popular, because it "cannot be lifted over fences or obstacles or be carried up and down stairs like a bicycle."

There is no doubt that this is a too general opinion, and it is a happy augury that advance information regarding a number of 1906 models that has leaked out indicates that several American manufacturers intend to heed this particular beat of the public pulse; if there are any of them who do not purpose doing so, they will have to do a lot of talking to sell their goods.

The weight question is a live issue and simply will not down. Nothing that the F. A. M. has done aroused more intensity of feeling than its "plumping" for the 110 pounds standard, but the signs are accumulating to prove that the organization took no false step and served the motorcycle interests an uncommonly good turn by shaping their thoughts in the proper direction. The portability of the bicycle—the ability to "lift it over obstacles and to carry it up and down stairs"—is a big factor in its favor; it is of not less influence or importance in the case of the motor bicycle.

Motorcycles Make Magnificent Showing at Mt. Washington.



KELLOGG "GOING LIKE H— TOWARD HEAVEN."

Those automobilists, of whom there are not a few, who are given to tilting their heads and speaking condescendingly of motor bicycles received a severe jolt on Tuesday last, 18th inst.

On that day on the occasion of the annual "Climb to the Clouds"—that is, up Mount Washington, New Hampshire—Stanley T. Kellogg, of Bridgeport, Conn., and Oscar Hedstrom, of Springfield, Mass., both on Indian motor bicycles, flew up that rough, dangerous eight mile grade in a fashion that it is not too much to say has opened the eyes of the world to the real calibre and capabilities of the power driven two-wheeler; their exploits were so unexpected and so sensational that the public could not fail to "sit up and take notice," even if it desired to do so.

On the long programme were two events for the little machines—one for those of standard weight, 110 pounds, and of not more than 2 horsepower; the other for those exceeding those requirements. The former was run first, with Kellogg on a 1½ horsepower Indian, as the only starter. Clad in a blue woollen shirt, and with his long trousers strapped untidily about his ankles, he made the ascent in 26:24, nearly eight minutes inside the former record of 34:11 3-5,

and so much faster than the times made by most of the automobiles that had already made their trials that the crowd on the summit lifted their eyes and buzzed.

Earlier in the day, however, W. W. Hilliard, in a big 60 horsepower imported racing car, had gone up in 20:58 2-5, shattering the previously much marvelled record of 24:37 3-5, and causing wild joy on the part of the automobile enthusiasts. When, therefore, in the unrestricted class, Oscar Hedstrom on a 3½ horsepower two-cylinder Indian, whizzed up the summit and was clocked in 22:42, it caused another buzz of comment, and, though his time was well inside the old automobile record, the fact that new figures had been established that day robbed the Springfield man's performance of its sensational aspect. But, when on a similar 3½ horsepower machine, Kellogg dashed over the tape above the clouds and his time was announced as 20:59 1-5—but four-fifths of a second slower than that of the record breaking car of nearly twenty times the power of the motor bicycle—the automobile enthusiasts and officials were unpleasantly surprised, but their need of praise and applause could not be withheld; it was fairly wrung from them. Kellogg's marvellous performance was, in fact and in deed an eye opener, and, from the comparison of horsepower, it is far more

remarkable than Hilliard's ascent in the 60 horsepower car.

When the latter "scaled the height" in the morning the conditions were far more favorable than when Kellogg went up. The lower half of the road was in good condition and the sun was shining and the clouds on the summit had disappeared.

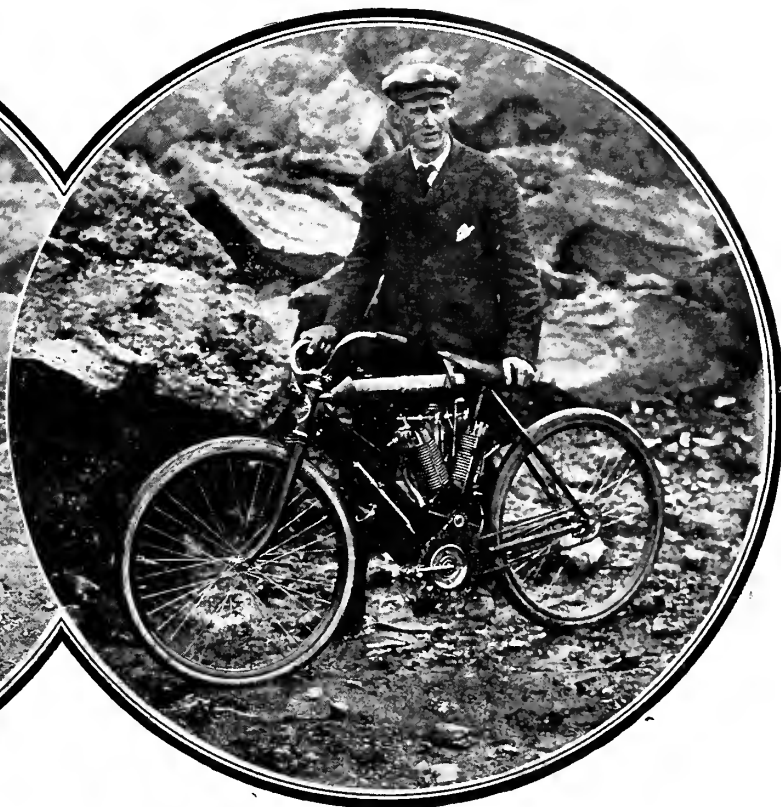
In the afternoon a cold rainstorm of such severity broke that almost all of the spectators and some of the officials took the first train for the hotel, in the belief that no more contests could be held. In less than an hour, however, the clouds lifted and the entire course was left clear, though softer and slipperier for the last two miles. Later and while Kellogg was going up a heavy cloud bank settled on the mountain half way up, and he had to plunge through it, of course, but he took it as he took the turn of 90 degrees, and the long stiff 20 per cent rise at the six-mile post, without fear and in dashing style. "Going like — toward heaven," was, indeed, the expressive if slightly profane description of his ride given by one who witnessed it.

The ascent of Mount Washington under any conditions is the experience of a lifetime. The eight miles of road is strewn with boulders and loose stones and liberally in-

The "Heroes" of the "Climb to the Clouds."



STANLEY T. KELLOGG.



OSCAR HEDSTROM.

terspersed with 'thank you, ma'ams,' of which there are said to be, by actual count, three hundred and sixty-five, one for each day in the year. The road is crudely constructed and carries little traffic; it is kept open only a small portion of the year—in short, it is a typical example of the American mountain road off of the main lines of travel and of no particular importance to any one.

The ascent proper begins at Glen Cottage, from whence it takes two sharp turns and drops down about one hundred feet, crossing a meadow that is very sandy for about a quarter of a mile. Then it strikes into a dense wood and begins to go heavenward. The first rise is very soft, with a lot of disagreeable water bars. There are several very bad turns and sharp rises of about 20 per cent grade, with soft and sandy surfaces before the Half Way House is reached.

At the fourth mile point the timber line is passed and the road becomes harder. The fourth and fifth miles hold the hardest work. In the fourth mile there is one long, stiff rise of twenty-five hundred feet, and beyond the sixth mile there is a short, sharp turn, very soft and with a 22 per cent grade, which is succeeded by a 15 per cent incline. Further up the grades are not so bad, although there are several quarter-mile stretches of 10 and 15 per cent. All vegetation disappears at the sixth mile post and nothing remains but rock. Near the finish is an easy 3 per cent grade that permits of a burst of real speed.

Bad as the surface is, it is not worse than that of many American roads and of itself does not give the climber the most trouble. It is the many varying grades and the sudden and constant turns which try the nerve of the rider and test the power and the reliability of the machine. As the speed is increased these difficulties increase in direct ratio. At twenty miles an hour, the difficulties are tremendous, the danger enormous, for there are places where the road borders abysses thousands of feet deep, making a side slip or single false move equivalent to an inquest. The Mount Washington weather is as fickle as a woman. Clouds and sunshine war with each other, and one is likely to begin the ascent under a bright, warm sun and run into a series of dense clouds or a snowstorm before reaching the summit.

From the base to the summit a system of telephones is established, making the signaling and timing a comparatively simple matter. As there are telephones at several intermediate points, and the times are taken there also, it is possible to follow the performance of each contestant.

Corson's Good Time on Long Ride.

On Friday of last week, 14th inst., E. H. Corson, of the Indian Motorcycle Co., Boston, en route to that city after the conclusion of a business trip, covered the 231 miles from Bangor, Me., to Beverly, Mass., in 14¼ hours, elapsed time. At Beverly a drenching downpour halted him. At least a hundred and fifty miles of the route is over

most indifferent roads, in which sands, ruts and rocks predominate, and on which not even the walking is good. Corson was as fresh as a daisy when he stopped and says he is willing to wager that he can accomplish the Bangor-Boston journey, 258 miles, in fourteen hours.

Déclares the Badgers Free.

Although the new Wisconsin law purposefully refers to "automobiles and other similar motor vehicles," thereby plainly exempting motorcycles from its provisions, some of the minor officials could not get through their heads that there is no similarity between big, heavy four-wheeled vehicles and small, light, two-wheeled bicycles, and accordingly they appealed to the Attorney General of the State for a decision. He gave it very promptly, stating that it was absurd to hold that the law applied to motorcycles. As a result, the registration fee paid by the solitary motorcyclist was returned to him.

New Date for F. A. M. Race Meet

Saturday, August 12, instead of Wednesday, the 9th, will be the date of the race meet that is to form a part of the F. A. M. annual meet at Waltham, Mass. It was the original intention of the Waltham Auto-cycle Club to run the races on Wednesday night, but difficulties attending the illumination of the Charles River Park track proved insurmountable and rendered imperative the change to Saturday afternoon.

Praise from the Police.

Washington, D. C., June 5th, 1905.

Eclipse Machine Company,
Elmira, N. Y.

Gentlemen--

It may be interesting for you to know what success I have been having with one of your 1905 model Morrow coaster brakes, so will take this opportunity of stating same.

I am a member of the Washington Bicycle Police Squad and have been riding a wheel for four years but not until last winter did I take any interest in a coaster brake. Several members of the bicycle squad had been using your brakes with such fine success that I decided to try one, so about the middle of last January had one applied to my wheel.

It has now been nearly five months that I have been using your brake and must say that to date it has not cost me a cent for repairs or adjustments and is today running smoother and easier than when first put on the wheel.

If I can at any time be of service to you and should you desire to use this letter as a recommendation you are at liberty to do so.

Wishing you and your brake continued success, I remain,

Very truly yours,

PMS-M.

ROBERT MORRIS.

FENN'S NIGHT AT VAILSBURG

He Wins Both of Saturday's Professional Events—Cordial Welcome for Kramer.

That Vailsburg by electric light is destined to prove a most popular attraction before the end of the season was well proved last Saturday evening, when a large and enthusiastic crowd turned out to witness the attractive card of five events which had been prepared, and quite as much to welcome back to his native shore the champion, Kramer, who made his first appearance after his European trip at that time. A good share of the welcome went to W. S. Fenn, too, who has but recently returned from abroad, and when he showed himself off to best advantage in capturing the five-mile professional handicap, there was nothing lacking in the applause which greeted him. Three thousand people had assembled by the time the first number on the programme was started, and from time to time, as suited them, they showed their appreciation in the sturdiest applause which has greeted track riders for many a day.

The first event was a quarter-mile novice race, in three heats. Nat Ketchum, a New York boy, taking inspiration from his name, apparently, caught them in good style and finished with ample lead, much to the disgruntlement of the local riders. Y. M. Nixon took the first heat in 34.1-5 seconds, and Ketchum the second, in 33.2-5 seconds, while in the third he rode a fifth of a second slower, finishing in 33.3-5 seconds.

The half-mile amateur spun out to four heats, the final going to C. A. Sherwood, in 1:05.2-5, who had made the first heat in 1:16. The final was a good race and introduced a stiff argument between the Bay View Wheelmen's team, Franks and Rupprecht, and the rest of the field. Towards the last it was close, and Sherwood slipped over the line with barely a foot of leeway, with Franks, Billington and Rupprecht bunched close behind him in the order named.

Then came Kramer, whom the stands received with joy and clamor. He needs must parade up and down before them for several minutes until they had looked their fill and had applauded him to the echo as he passed each section of the stand in turn. Then he mounted and rode a couple of laps just by way of showing off, and then did an exhibition quarter-mile, as had been promised. His time was but 25.4-5 seconds, but he could hardly have been expected to show much in the way of speed, fresh as he was from the high life of an ocean liner and with the sway of the sea yet about him. He was looking well and appeared in pretty good form, though he is a little heavier than when last seen here.

The one-mile professional came next, with such well known names on the list as Root, Fogler, Dorlon, Lee, Fenn and McFarland,

who, like "Little Willie," has but just crossed the seas. When "Mac" appeared he was greeted with all kinds of enthusiasm, which showed that he is still a favorite with the fans. In the first heat he finished second to Fogler readily enough, but when it came to the final he showed a lack of steady work and made but a poor showing. He was up against it, however, for in the afternoon he had broken his machine and was astride of Kramer's in the evening, which may have had something to do with it. The winning of this race was easily Fenn's. He had plenty of room at the finish, making the mile in 3:14.4-5. Eddie Root, Dorlon and Fogler followed him over the tape, as indicated.

There were twenty-three entries for the two-mile amateur and, in addition, ten others showed up at the start, so that there was a good full field to pick from. Rupprecht and Franks, the two Bay View men, were alone on scratch. The latter rode well all through, and came close to the finish before Sherwood dashed by him. During the last lap the riders were all well bunched up, and made a good fight. Jack Magin, of the National Turn Verein, was third to finish, and Zanes fourth. The latter, however, was disqualified, as has been known to occur before, for fouling at the first turn of the bell lap.

When it came to the five-mile professional handicap, McFarland refused to appear. Fenn and John Bedell were placed together on the mark. The first mile was won by Ernest Lang, of Bayonne, who had been started at the 350-yard mark. Lee won the second and third laps, while George Glasson took the prize for the fourth. On the final Fenn showed up with a grand rush and carried everything before him with a run, Bedell coming in second, followed by Root and Dorlon. The summary:

Quarter-mile novice.—First heat—Won by Y. M. Nixon; second, Walter Raleigh; third, Robert J. Taggart; time, 0:34.1-5. Second heat—Won by Nat. Ketchum; second, Arthur Hintz; third, Thomas Smith; time, 0:33.2-5. Final heat—Won by Nat. Ketchum; second, Arthur Hintz; third, Y. M. Nixon; time, 0:33.3-5.

Half-mile amateur.—First heat—Won by Teddy Billington; second, C. A. Sherwood; third, August Huron; time, 1:16.1-5. Second heat—Won by Edward Rupprecht; second, James Zanes; third, Jacob Magin; time, 1:19.1-5. Third heat—Won by Charles Franks; second, Harry Vanden Dries; third, Henry A. Davenport; time, 1:09. Final heat—Won by C. A. Sherwood; second, Charles Franks; third, Teddy Billington; time, 1:05.2-5.

One-mile professional.—First heat—Won by Eddie Root; second, Oliver Dorlon; time, 3:14.2-5. Second heat—Won by Joe Fogler; second, Floyd McFarland; time, 3:01.2-5. Third heat—Won by W. S. Fenn; second, W. R. Lee; time, 4:57.2-5. Final heat—Won by W. S. Fenn; second, Eddie Root; third, Oliver Dorlon; fourth, Joe Fogler; time, 3:14.4-5.

Two-mile amateur handicap.—Won by C. A. Sherwood, 30 yards; second, Charles Franks, scratch; third, Jacob Magin, 90 yards; time, 4:26.1-5.

Five-mile professional handicap.—Won by W. S. Fenn, scratch; second, John Bedell, scratch; third, Eddie Root, 50 yards; fourth, Oliver Dorlon, 50 yards; time, 1:10.0.

LAWSON MAKES NEW RECORD

He Lowers His Own Figures for Three Miles on the Ogden Track.

On Wednesday, July 5, 1,800 people saw Iver Lawson at the saucer track at Ogden, Utah, when he broke his own record for the three miles, made at Salt Lake City on July 30, a mark which he clipped by 33.5 seconds. It was done in the open lap race, which was a case of "every one for himself, and devil take the hindmost." Each man was after the money, and Lawson's sprint won for him in 5:55.1-5. Samuelson and Hollister were close behind at the finish, under the shadow of the proverbial blanket, Samuelson having the advantage by a couple of hand breadths.

There were five events scheduled in all, the three-mile open lap professional being the star, with the three-quarter-mile handicap professional and the half-mile open amateur, next in order of interest.

In a one-mile motor exhibition, E. B. Heagren equaled his former record of 1:12. As for the three-quarter-mile professional, Iver Redman looked the winner from the first up to the very beginning of the bell lap; then there was a struggle, and in the last half Harry Downing, the snappy Californian, opened up with a noble sprint, and crept a full wheel's length ahead of him ere the tape was crossed.

The half-mile open, amateur, went to Wilcox, who, as well, led the Australian pursuit race for three miles and two laps. Then, however, Jack Hume put him to the rear after a struggle.

Murphy, of Ogden, pulled away from the bunch in the one-mile handicap consolation, and led the two scratch men, Marty and Castro, over the lines in the order named.

The summary:

Half-mile open, amateur.—Wilcox, first; Redman, second; Hume, third; Tate, fourth. Time, 1:01.3-5.

Three-quarters-mile handicap, professional.—Downing, first; Redman, second; Burris, third; Achorn, fourth. Time, 1:25.

Unlimited Australian pursuit race.—Hume, first; Wilcox, second; Redman, third; West, fourth. Time, 6:40. Distance traveled, 3 miles and 2 laps.

One-mile handicap, consolation, amateur.—Murphy, first; Marty, second; Castro, third; Samuelson, fourth. Time, 1:55.2-5.

Three-mile open lap, professional.—Lawson, first; Samuelson, second; Hollister, third; Redman, fourth. Time, 5:55.1-5.

Laps won.—By Downing, 5; Burris, 5; Hopper, 6; Achorn, 2; Williams, 2; Smith, 2; Samuelson, 1.

"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York. ●●●

LAWSON AT SALT LAKE

**Victim of a Shut-Out on Independence Day—
His Revenge Came Later.**

Two days of racing at the Salt Palace track, Salt Lake City, on the 4th and 7th inst., were productive of lots of excitement for the local fans, and provided plenty of fast work. That of the Fourth was labelled "the greatest event of the year," while the second meet, coming so soon after the mad whirl attendant on the Fourth, with its manifold jollifications, amply demonstrated the popularity of bicycle racing in that section of the country.

The headline attraction for the evening of Independence Day was a tandem sprint match between Samuelson and Hopper and Lawson and Bardgett. It was slated for three heats, the first at a half mile, the second at three-quarters and the third at a full mile, but thanks to the efforts of Samuelson and his mate the third became a superfluity. Samuelson and Hopper jumped off at the start and held the lead all the way through the half mile, despite the efforts of the other two, who sprinted down the bell lap nobly. In the second run the Lawson-Bardgett team led to the last lap, when the other dashed past and won rather easily.

Fully as interesting as this event was the contest of the three-quarter-mile handicap, which was in many ways the more sprightly of the two. Hardy Downing won it by a stroke of good riding which aroused the spectators. From the time the scratch men overtook the main squad there was fast and furious riding clear down to the finish. Bowler and Hollister squirmed in and through the bunch and led off, the former at the fore, until he was all in. Then they swapped places, Hollister hitting it up bravely for the line. He could not hold down the pace, however, and Downing, watching for his chance, outdid himself in a most surprising burst of speed, and led home four or five lengths ahead, in 1:24—record time, had he but started on the mark.

Murphy, of Ogden, won out in the final heat of the half-mile amateur handicap—a discouraging match in that the limit men had overmuch of advantage over those who started on scratch. Goerke, the Eastern amateur, appeared for the first time in this race, but failed to come up to expectations, though he showed signs of speed. Wilcox, who rode well, was too heavily handicapped to show for much in this event. He recovered himself, however, in the three-mile lap race, crawling up from sixth place, over Hume and Redman, and winning handily.

Hollister and Samuelson shut out Lawson at the end of the two-mile open lap professional. He had been clinging onto Samuelson's wheel, and riding hopefully, till Hollister developed a wonderful sprint and

shot by the leaders to the pole, finishing in pretty style.

Lawson retaliated on the occasion of the next meeting, the following Friday evening, by putting down both Hollister and Samuelson in the three-mile professional race, which he captured with Samuelson's aid. The affair would have been better had it not been for the contrariety manifested by the pacing machines in the five-mile event, but except for that annoying feature it was quite as joyous an occasion as had been the other.

The three-mile professional just referred to was by far the most interesting of them all. For the whole distance it was a yee-haw between Williams and Hollister, and Samuelson and Lawson, sprint against sprint placing, first one pair and then the other at the head of the line. At the finish Lawson led by an ace, having trimmed the bunch nicely and turned off the trick in 5:56 4-5.

In the Australian pursuit (amateur) race, the riders dropped out one by one until only Wilcox and Hume were left in the fight. Together, they kept at it for two full miles, riding hard and fast, till finally Wilcox caved, and Hume shot by him, a winner in 3 miles 6 laps 180 yards, the time being 8:25.

Redman and Downing were matched for five miles behind motors in the last number on the programme, which would have been a big star number had not the machines turned out so badly. Redman sallied forth behind Hengren, at the outset, but the engine lay down in a trice and refused to budge. Samuelson's machine was then produced, and started off quite merrily, but before long showed symptoms of an obstinate nature, finally, however, allowing itself to be persuaded to go, but taking up the work in such a half-hearted manner that Redman was not drawn out to his best. The natural result was that Downing had it all his own way from end to end.

The summaries for the two days:

TUESDAY, JULY 4.

Half-mile amateur, handicap — Murphy first, Weiser second, Giles third. Time, 56 2-5 seconds.

Three-quarter mile handicap, professional — Downing won, Hollister second, Burris third, Redman fourth. Time, 1:24.

Match tandem sprint, professional, first heat, one-half mile—Samuelson and Hopper won, Lawson and Bardgett second. Time, 58 seconds. Second heat, three-quarters of a mile—Samuelson and Hopper won, Lawson and Bardgett second. Time, 1:31 3-5.

Two-mile open lap, professional—Hollister won, Samuelson second, Lawson third. Time, 3:51.

Laps won by Williams 2, Bardgett 2, Hollister 1, Agraz 7, Leyland 1, Burris 2.

Three-mile lap, amateur—Wilcox won, Redman second, Hume third. Time, 6:15 1-5.

Laps won by Wilcox 2, Hume 1, Starbuck 2, Larsen 2, Lindgreen 3, Tate 2, Holladay 4, Marty 6.

FRIDAY, JULY 7.

Half-mile, amateur, final—C. Redman, Castro, West. Time, 1:08 2-5.

Three-mile lap, professional — Lawson, Samuelson, Redman, Hollister. Time, 5:56 4-5.

Mile handicap consolation, professional—Hopper (scratch), Bowler (scratch), Hengren (120 yards). Time, 2:00 1-5.

Australian pursuit, amateur—Hume, Wilcox, C. Redman. Distance, 3 miles 6 laps, 180 yards. Time, 8:25.

Five-mile motor-paced race between Downing and I. Redman—Won by Downing by 2½ laps. Time, 8:09 3-5.

What Kramer Did While Abroad.

During his four months' tour of Europe, champion Frank Kramer, who makes his reappearance in competition at Vailsburg tonight, took part in seventeen races, of which he won fourteen. The full record of his performances is as follows:

April 9—Defeated Poulain at Paris in two straight heats; distance, 1,000 meters.

April 16—Defeated Jacquelin at Paris in two straight heats; distance, 1,000 meters.

April 24—Lost to Jenkins at Parc des Princes, Paris, France, in semi-final of open race.

April 25—Defeated Bader and Friol at Bordeaux, France, in three straight heats.

May 18—Finished fourth at Buffalo track, Paris, France, in a ten-mile open. The three men that finished ahead of Kramer gained a lap.

May 20—Defeated Henri Mayer, Otto Maya, Gus Schilling and Emil Friol at London, England. Kramer won the first heat, but was disqualified for boring. He took the second heat by two lengths. Schilling, second; Maya, third; Friol, fourth. In the third heat Mayer and Kramer rode a dead heat, but the judges gave Mayer the decision.

May 21—Defeated Schilling and Friol at Antwerp, Belgium, in three straight heats.

May 25—Defeated Mayer and Poulain at Antwerp, Belgium, in the final of a 1,000-meter open.

May 28—Defeated Mayer, Maya and Arend at Cologne, Germany.

June 1—Beaten in two straight heats by Henri Mayer, at Paris.

June 4—Defeated Bader and Piard at Roubaix, France, in three straight heats; also won a 500-meter handicap.

June 9—Defeated Fenn and Mayer at Buffalo track, Paris, in lap race. Time, 17 4-5 seconds.

June 11—Defeated Poulain and Mayer at Paris in international match race.

June 19—Defeated Rutt and Farley at Antwerp, Belgium, in three straight heats.

June 25—Defeated Poulain and Mayer at Paris in final of the Grand Prix de Paris.

June 29—Defeated Singrosi, at Turin, Italy, in three straight heats; Kramer also won the 500-meter handicap.

July 2—Defeated Henri Mayer at Antwerp, Belgium, in two straight heats.

MAN AS A MOTOR

Human Dynamics Measured in Bicycle Pedalling—Their Relative Value.

The efficiency of the bicycle, with the various factors that tend to lower it, is not of less interest than that of the rider himself. The human body may be considered as a machine which possesses the power of transforming the energy supplied by food into mechanical work, and it is an interesting question as to how such transformation compares in efficiency with that of the steam or gas engine and other prime movers.

The subject is not a new one by any means, as exhaustive tests have been made with a view to determining the energy value of different kinds of food but a few months ago. They were carried out by Professor W. O. Atwater, of Wesleyan, at Middletown, Conn., with Nat Butler as the generator—that is, he formed the motive power of a stationary bicycle which drove an electric generator connected to suitable recording devices, and he was quite certain that making "juice" in this manner for the professor was considerably harder than any six-day grind he had ever been in. Professor H. C. Sherman, of Columbia, has also made investigations along this line of research with two of the six-day racers in the Garden as victims. From the data gathered on such occasions, the mechanical work performed has been calculated as closely as possible. The results of the computation make known, approximately at least, the efficiency of the human system under the condition of severe and prolonged muscular exertion. They are highly interesting, as they show an efficiency considerably in excess of any ever obtained by either a steam or a gas engine. In fact, the six-day bicycle race may well be said to represent one of the greatest achievements of muscular effort ever carried out.

Of the two riders upon whom the tests were made, one was a German, twenty-four years old, 5 feet 5 inches in height, and weighed 153 pounds 14 ounces at the beginning of the race. He covered 2,007.4 miles in the six days, during which time his average sleeping period per day was 1 hour and 20 minutes. The second was a Canadian by birth, who had lived in New York since early boyhood. He was twenty-eight years old, 5 feet 8½ inches in height, and weighed at the outset 138 pounds 8 ounces. He rode a total of 1,822.6 miles in the six days and slept on an average of 1 hour and 35 minutes daily. The first contestant lost about four pounds in weight on the first day of the race, during which time he rode 442 miles in 23 hours and 10 minutes; after that his weight remained nearly constant. The second lost about two pounds the first day, on which he covered 402 miles in 22 hours and 40 minutes.

A number of chemists were in attendance during the test, and subsequently analyzed samples of all the food supplied, and from

this the amount of energy has been computed. A determination was also made of the energy lost in the discharges and rejections from the body, thus enabling a calculation of the efficiency of the digestion of each rider to be made. The difference between the income and outgo represents the total energy of the food.

The experiments did not accurately determine the energy due to the loss of weight of the riders. It was believed that the energy drawn from the body by the first contestant was equivalent to about eight ounces of lean flesh per day, and from the second to about six and a quarter ounces of the same substance. There were, however, some inconsistencies in the determination of the energy due to the loss of weight, and it was deemed advisable to neglect the computations for stored energy drawn from the body during the race, although this makes the efficiency as calculated much above that which actually existed. If all the loss of weight which occurred during the race were to be considered as loss of fat the energy drawn from the body would be very nearly equal to that obtained from the food, in which case the efficiency would drop from 62½ per cent, in the case of the first rider, to about 36 per cent. The actual efficiency of this rider as a machine will be found to lie somewhere between these two values, and is probably not under 40 per cent nor over 50 per cent.

No dynamometrical measurement was made of the mechanical work performed by the riders who were the subjects of the investigations; consequently an exercise of judgment is required in order to determine the probable conditions which affected the resistances to be overcome. These may be discussed under two general heads—that of the wheel and that of the air, the former of which was dwelt upon at length when treating of the efficiency of the bicycle.

The resistance of the air is naturally by far the most important factor in travel of any kind, but authorities are not entirely in harmony as to the resistance produced by a body moving through the air at a definite velocity. The air resistance which a rider must overcome depends upon his body exposure, and as one of the contestants was somewhat taller and the other somewhat broader it seems quite likely that the exposure in both cases was about the same. This, however, would further depend to a considerable extent on the position in which they rode, being noticeably less in the scorching position than when riding bolt upright. Probably a semi-upright position would represent that constantly assumed under such conditions owing to the length of the race. The total exposure of a man of similar dimensions has been found to be 6½ square feet riding bolt upright, 6 feet in the semi-upright position and a little over 5 square feet scorching. Owing to the rounded form of the body its resistance is considered by the best authorities to be about equal to one-half of that of a plane of equal dimensions. Investigations made at Middletown, Conn., were carried out by mens-

uring the area of the shadow cast by the rider in different positions, and were by this means ascertained to be 6.4 square feet upright, 5.9 square feet semi-upright, and 5.2 square feet scorching. Allowing for the rounded surface presented, the exposed surface presented would be equivalent to a plane of 3 to 4 square feet, with a reduction for periods of scorching.

The work performed in overcoming the wind resistance is equal to the pressure multiplied by the distance passed through in a given time. Taking the exposed surface as equivalent to a plane of 4 square feet, it has been calculated that at 5 miles an hour the pressure exerted upon the rider is ½ a pound; at 20 miles 7 pounds, and at 30 miles 18 pounds per square inch. On the basis of a plane surface of 3 square feet, the figures of .375 of a pound, 6 pounds and 13.5 pounds for the same speeds, respectively. To overcome the air resistance at these speeds 220, 14,040 and 47,250 foot pounds of energy were required in the first instance, and 165, 10,530 and 35,640 foot pounds in the second instance, from which the difference made by but one square foot of surface additional may be appreciated. The total resistance will, of course, be equal to the wind resistance plus the gear resistance and the tire resistance of both wheels. The total resistance in foot pounds per minute, multiplied by 60, gives the amount of work done each hour, and this times the number of hours spent on the wheel gives the total amount of work done during the day. This, in the case of the first contestant, amounted to 9,580,127 foot pounds per day on the average for the entire period, and 10,393,385 foot pounds per day for the first five days.

The average energy in the food for the six days was found by actual determination of the heat of combustion of the foods consumed. During the initial twenty-four hours the first contestant is computed to have performed work equivalent to over 15,000,000 foot pounds, or 7,500 foot tons, and on the last day 5,500 foot tons. The average heat equivalent of the work done in the six days amounted to 3,102 calories. At the same time the food consumed furnished 4,957 calories, making an apparent efficiency of over 60 per cent. It is probable, however, that there was a greater or less consumption of body fat during the experiment, the energy of which should be added to that of the food consumed in estimating the total income, thus diminishing the apparent efficiency.

These computations are as accurate as possible under the circumstances, and will not be found to vary much one way or the other. The factors determining the wind pressure upon objects are, of course, not definitely known, and the actual pressure may have been greater or less than that assumed. When one rider followed another it would be less. On the other hand, it is extremely probable that the recorded distance travelled is less than the actual distance, since the riders much of the time, and especially when riding in bunches, were a greater or less dis-

tance outside the "pole." Furthermore, the calculations take no account of the increased work involved in ascending the grades at the times when the rider was some distance from the pole. All these conditions should not alter the result in either direction more than 10 per cent. One thing seems certain, the amount of work performed by each rider per day was very large indeed, and the efficiency appears to have been noticeably greater than that of the best steam and oil engines. The best record of any heat engine is probably that of the Diesel motor, which has produced one horsepower on the brake for a consumption of 0.594 pounds of kerosene oil. This would be equivalent to 3,617 heat units per horsepower, the oil being valued at 18,604 heat units to the pound, giving an efficiency of transformation equal to about 25.06 per cent. The best record of a steam engine is the Nordberg pumping engine at Pittsburg, showing an efficiency per indicated horsepower, on the basis of total heat supplied, of 22.7 per cent. Per delivered horsepower, this would probably be 10 per cent less. With the exception of the Diesel motor, the best record of any oil engine per delivered horsepower is about 16.5 per cent efficiency. From this comparison it would seem that the human machine is decidedly superior to any heat engine which has been developed in form so as to be of any value for practical use.

It is also interesting to view the amount of work done by the contestants in another light. From the result it is apparent that both possessed great physical strength and endurance, and that the first must have been a remarkable physical giant. It has been ascertained that the average work of a man per day is equivalent to 2,000,000 foot pounds, that produced by the first racer exceeding this by five times over a period of 120 hours. Under the conditions of the race the amount of energy expended can be considered about the limit of human strength and endurance.

A Septuagenarian Cyclist Touring.

Travelling through the lake region at the present time is an apparition which is apt to arouse considerable interest because of its grotesqueness. It is that of an individual boasting nearly the allotted threescore and ten years in his span of life, with long gray beard and shaggy hair, mounted on a much used bicycle, pedalling along the highways at a steady pace which tells of solid endurance and long experience a wheel. Strapped on to the mount, before and behind, is a bulky lot of impedimenta, which when night-fall comes resolves itself into a complete camping outfit containing all the essentials, if not the luxuries, of life. Wayfarers and country folk alike turn to look at the rider, for there is something fascinating in the determined appearance of the veteran, and some of them even engage him in conversation in the hope of satisfying their curiosity. To such is imparted the information that the traveller is on his way from Washington, D. C., to Detroit; that his name is George E. Yates; that he is sixty-eight years old, and that he is taking this mode of travel in preference to any other because he is a lover alike of the bicycle and of the great outdoors.

FIRE DEFEATS STINSON

How He Lost Saturday Night's Big Race at Revere Beach—Moran Wins.

There was good racing at the Revere Beach track last Saturday evening, 15th inst., at a meet which was constructed around the twenty-five-mile motor paced match between Menus Bedell, of New York; James F. Moran, of Chelsea, and William Stinson, of Cambridge. Stinson, the winner of the corresponding event of the previous week, went down, and, by the same token, the victor's flag was hoisted over the head of the Chelsea rider. It was one of the closest races of the year, and was full of incident from start to finish. The time was 36:32 2-5 for the twenty-five miles, and the winner had distanced both his competitors by three-quarters of a lap and one and three-quarter miles, respectively, as he crossed the line for the last time.

There were three events in all, the curtain raiser being a mile handicap, the first heat of which was won by D. Connolly, with 50 yards, in 2:07 1-5. J. M. Barrett, with 210 yards, took the second in 2:04 2-5, and Matt Downey, starting from scratch, won the third in 2:05. The final heat also went to Downey in 2:02 1-5, with J. B. Coffey second, and D. Connolly third.

There was also a ten-mile open amateur event, which attracted nearly a score of starters, and which by virtue of the prizes offered to the leader at the end of each mile was full of interest. Matt Downey took the first mile prize easily, but went down before Connolly, who took the second and third. On the fourth McKinnon, shaking off five of the riders by his spurt, took the lead; a bit of loafing let them back again, however, temporarily, only to be lapped on the fifth round, when Downey again scored. In the scramble on the fourth Howland got a puncture and dropped out. The sixth, seventh and eight went successively to Drea, D. Connolly and Hillwell. McParland took the ninth lap, and in the final Holbrook tried a sprint, but failed. Collins then took the lead, but went down as Downey went by to assume the lead, which he held to the finish, Coffey, McKinnon and McDonald following in processional style. The time was 26:00.

In the star event Stinson had bad luck all through. In the first place, as he claims, he was jostled, and before he could get his stride the others had lapped him. Once under way, however, neither of them could pass him, and had not the fates been against him he might still have made a respectable showing, but well on in the race, during the twentieth mile, in fact, his pacing machine went ablaze owing to a leak in the gasoline tank. Ruden, who was riding it, clung to it sturdily and brought it to a stop while it was still blazing merrily. The flames were soon quenched, but poor Stinson was in a hard plight. He stayed on to the end despite this

fact, but was, of course, completely out of the running, unpaced as he was, and when Moran finished was a mile and three-quarters behind.

Bedell and Moran fought hard from the beginning. At the start Bedell stole ahead of Moran for the pace, but the other gave him the slip and tagged on first. He got a poor hitch, but soon fell in line. When Moran tried to gain a second lap on Stinson the latter held him back, and for a while it was a procession.

On the eventful twentieth, just when the Cambridge man's motor became a flaming torch, Bedell tried to pass Moran, but lost his pace on the uneven surface high up the bank and had to give it up. It was a Moran race all through. The summary:

One-mile handicap—First Heat—Won by D. Connolly (50 yards); J. J. McKinnon (35 yards), second; G. L. Howland (100 yards), third. Time, 2:07 1-5. Second heat—Won by J. M. Barrett (210 yards); J. B. Coffey (45 yards), second; A. W. McDonald (35 yards), third. Time, 2:04 2-5. Third heat—Won by Matt Downey (scratch); E. L. Collins (50 yards), second; W. G. Holbrook (65 yards), third. Time, 2:05. Final heat—Won by Matt Downey; J. B. Coffey, second; D. Connolly, third; G. L. Howland, fourth. Time, 2:02 1-5.

Twenty-five-mile motor-paced race—Won by James Moran; Menus Bedell, second; W. M. Stinson, third. Time, 36:32 2-5.

Ten-mile open, amateur—Won by Matt Downey; J. B. Coffey, second; J. J. McKinnon, third; A. W. McDonald, fourth. Time, 26:00.

Tack Strewing in Montclair.

Some rascal has been putting tacks in the road again over in New Jersey, and as a result of it the police of Montclair have been asked to search out the culprit and give him his just deserts. Last Sunday nearly all of the bicyclists who traveled the way to Verona over the mountain road out of Montclair had trouble with their tires, which eventually turned out to emanate from the omnipresent carpet tack. Automobilists passing that way had trouble of the same sort as well, and it may be that the trap had been prepared for them, but the wheelmen got the full benefit of it at all events, be that as it may.

Denies He Has "Cold Feet."

Out in Utah the report that Iver Lawson had developed a "yellow streak" and intended to quit the track gained such currency that the world's champion felt called on to deny it. He did so in this expressive open challenge:

"There is a rumor around town that I have quit riding because I had cold feet. Let it be known to all that I have not got cold feet. I will wager \$1,000 that I can beat any three men at the track, best two in three heats, riding a different man each heat, or any five riders, best three in five heats, or any ten riders, the best six in ten heats. Conditions of race to be one-mile heats, same as all championship meets are run the world over."

GEAR QUESTION DISCUSSED

Exhaustive Review and Opinions of Free
Wheels and Variable Devices.

It is generally admitted that to fully appreciate and to discourse upon free wheels, brakes and changeable gears a man must have some knowledge, some practical experience of them, and, to have acquired this, an extended use of the wheel was necessary. Regarding this, I have to say that all I can lay claim to is a matter of twenty-five years' hard and continued riding. During that period I have never been off the machine for a longer time than three weeks at one stretch. My first experience with the free wheel, or, rather, free pedals, in this instance, was in 1884, when a good deal of riding was done on a Cheylesmore tricycle, which had a clutch fitted in the crank bracket. I did not, of course, take to the tricycle seriously, but merely used it on account of the new device; since that time, however, it was my desire to have a bicycle which fulfilled the same conditions—the cessation of pedalling on declines. This we have had for some years, and to America, I think, we owe the first practical adaptation of the principle to the bicycle. But here a curious thing obtrudes itself. While you Americans gave us the coaster, the device has been adopted in a lesser degree there than in, say, Great Britain. In the United Kingdom the standard pattern of 1904 embodied a coaster device of one pattern or another, but apparently the same did not apply to the States. How it came about that the device made such comparatively little headway with you has, to me, been an interesting study.

Generally speaking, I find that the American trade confined its devices to one pattern, or, rather, system—the coaster hub and brake combined. In England, when the device was introduced, it "caught on," but the makers there, instead of confining themselves to the coaster hub, which entailed a considerable expenditure to any one adopting it, produced a simple attachment in the free wheel clutch, easily applied to the existing hubs and at a relatively low figure. This: almost immediately popularized the free wheel, and as a large percentage of the British riders habitually used brakes on their machines, the absence of a back pedalling brake was not noticed. The result of the ready adoption of a free wheel to the existing machines has been to create a steady demand for clutches on one principle or another—ball, roller, ratchet, etc.—which in turn has called for good, reliable and independent brakes, or brakes in conjunction, such as those operated by an additional clutch on the crank spindle when back pedalling was applied. This gave the same movement as the coaster hub brake, with the difference that the braking apparatus was not in the hub. The multitude of free wheel and brake devices in the

United Kingdom has been a good thing for the trade, and to a very large extent has been reflected in this country.

With the American trade it would seem that the prospective free-wheeler was not so easily nor so cheaply served as his English cousin. If he desired to coast he had to procure a hub complete—a wheel, in fact—which has probably been a deterrent to its (the coaster's) more general adoption. Whether the British practice of having the brake apart from the hub (as a general rule) is mechanically sounder than the American usage does not signify so much when it is a matter of business. What I mean to say is that, instead of keeping to the one general device, the American manufacturers would have done better to have followed the English makers' practice and given the cycling public coasters of all kinds. The riders then would have

effort to regain control. This, I find, is an experience shared by many who use or have used the coaster brake. Nevertheless, it has many votaries, chiefly those who have not had the opportunity of testing other devices.

Other points in favor of the absolutely free wheel, where one may spin the pedals backward ad lib, are that in mounting by the pedal one has but to touch it and it flies round to any desired point, or if mounting from the curb it does not matter at what position the pedal is, since, even if seated in the saddle, the pedal may be brought up to the point at which the best results of the thrust forward is obtained; also for easily lubricating and adjusting the chain the free backward motion is handy, if nothing more. I have also experienced a keen sense of relief when, after climbing a tolerable grade, a few backward turns of the pedals are made while coasting on the other side. This seems to relax, and, may I say, to correct, the muscles, much in the same way that the brain is corrected by a sharp turn in the opposite direction after feeling giddy by turning round a few times on one's toes. Some riders declared it was only fancy—till they tried it. One more point, and not the least: By having an independent brake, or brakes, a better distribution of the added weight inseparable from those cycling adjuncts is possible. The additional weight of a free wheel clutch from an ordinary plain chain ring (hub ring) is infinitesimal, but the added weight of, or in, a coaster hub to one of the ordinary pattern is very appreciable. And not that the extra load is ordinarily out of the way, but just that it happens to be all in one place; it affects, more or less, the running, the tone or the "life" of the machine. Inexperienced riders would not probably understand or appreciate this. I have said previously that the back pedalling (coaster hub) brake is ideal. Perhaps I should qualify it, for on numerous—immense, probably—occasions while coasting a hill the inequalities of the road have caused my feet to oscillate with the pedals that the brake has been applied with more or less force, but, of course, with very little effect if merely coasting. When holding the machine on a rough grade the oscillations have at times slightly released the brake pressure.

Coming now to variable gears, my first experience dates back some ten or twelve years, when the Collier two-speed device was first being handled. This device was located in the crank bracket and the sprocket, and was an ingenious mechanism. It was somewhat clumsy, somewhat weighty, somewhat expensive and somewhat difficult to incorporate in a machine. It had, in fact, to be built into the frame. It was practical, however, but we were not ripe enough for the device—not by a long chalk. I gave it a fairly good trial, but it was never fairly put on the market here. I used a machine with the gear embodied in it belonging to the Collier company's travelling representative. Six or seven years ago my attention was attracted to the advertisements of the Manchester hub two-

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chosen that which appealed to them; perhaps many riders may have paid for and tried several kinds, which would have been good for trade and which actually occurred in England and in numerous cases out here. In theory and in practice the hub-contained coaster and brake is a perfect device, so far as the actual fulfillment of coasting and braking is concerned. In these respects it is ideal. But there are other phases which, in my humble opinion, have to be considered in making a fair and equitable comparison.

My experience of the coaster hub—one of the standard makes, which I used on an extended tour so that I could not change it readily if I would—was that it did not give me the same amount of rest which an absolutely free wheel (with independent brake) afforded me. Of course, I had full control of the machine, but on long, steep declines the constant pressure of the one foot on the pedal tired the leg far more than if I had been back pedalling with the ordinary fixed gear. To have changed to the other pedal would have meant a bolt and an additional

speed device, and I was so impressed that one was invented in 1889 and which gave me every possible satisfaction. I used it on three different machines until it was sold in the last one. The distance travelled on it was about fifteen thousand miles.

For the last three years I have used another of the hubs of an improved design, and which is still in active service, notwithstanding it has covered over twenty thousand miles. The first pattern had three movements—a high gear, a free wheel and a low gear in that order. High and low gears were also fixed wheels. At the free wheel I could neither retard nor propel the machine; it was free both ways. In the last pattern used there are but two movements—to a high gear with free wheel and to a low gear with fixed wheel—which I consider to be a most excellent combination. The latest pattern (1905) of this hub is, to my mind, not so good as the one I last had in use. Most of the other makers of these devices went in for having a free wheel at all gears (there are some with three and more gears), and the public demand was so affected that the makers of the "hub" two-speed gear felt impelled to meet it.

As a result a pattern was turned out (1905) which is, as a matter of fact, a fixed gear at both speeds if an ordinary hub ring be fitted, or if the handy clutch be screwed on a free wheel at both gears is obtained. To effect this the structure and design of the hub underwent considerable alteration. To allow of sufficient room for the clutch, the spoke flanges were brought closer together—not a good feature—while the weight seemed to have a material increase. As I was having a new machine built I looked into the matter very closely, and decided against the new hub. What was desired was a fixed wheel at low gear, but as I would not forego the free wheel at high gear, I would not have the hub with a plain chain ring in it—fixed wheels at both gears. As the former pattern was not available I cast about for a substitute, and was somewhat gratified to obtain a Sturmev-Archer three-speed hub. This, however, has a free wheel at all gears—the only feature I regret about it. Still, I thought I would gain experience, and perhaps the additional change would make up for the greater variety of the hub I had in use for so long. But it does not. You see, when the rider has to resort to the low gear it is for power against wind over heavy roads or up hills, when in every instance a free wheel is absolutely of no value. A variable gear with a fixed wheel at low gear has, as I said before, a greater variety of movements, which makes the machine more effective and which gives greater pleasure from the several changes. I found no awkwardness in changing from free to fixed wheel; it is merely a matter of a little use, easy to overcome, especially if one wants to.

The Sturmev-Archer geared hub is fairly heavy, and this was noticed somewhat. This mechanism is very compact, very simple and easily taken apart, and in this respect is

much superior to the two speed—at least to those of which I have had any experience. The 1905 pattern of the latter gear should be simple enough, as, properly speaking, there is no free wheel mechanism contained in it. The coaster is the clutch to be screwed on in the ordinary manner. I have had the three-speed hub in use for six weeks, during which time I have covered 1,042 miles, this being about my usual average. It is a very free coaster, and has not been beaten on the road, even when trying it against riders on other coasters who scaled up to 3 stone more than I. Nor have I had the least cause to attend to it. No adjustment has been necessary during the last 930 miles. The wearing qualities of the gearing in these hubs is remarkable. In one make of English two-speed hub the low gear is the normal—that is, the gear runs solid—but when it is raised to what will be the gear mostly used the hub is geared up. This, in my opinion, is a mistake. The makers of this particular device say that when power is wanted it is applied direct. In this, however, there is little gained, since any loss which might obtain in gearing the hub down might be regained to some extent by increasing the percentage of the reduction, however slightly. Now, while on the percentage, the hub two-speed has a 23½ per cent drop from high to low—a very appreciable difference, but not too much—the gears being 77-58, omitting fractions. In the three-speed hub the central gear is normal when the hub runs as if it were a plain one. The rise is 25 per cent—74 to 93—while the drop is but 20 per cent—74 to 59—which, I submit, is scarcely sufficient. Still, it is a good workable combination. I think, however, that a two-speed gear will suit most riders and be ample for touring. It is also cheaper and lighter.

In connection with the fixed wheel at low gear, which I have given much use, I consider it to be an additional brake, and with this pattern I had only one brake—on a drum fitted to the hub back wheel, operated by a wire from the handle. This brake, called the "Mushroom," is on the same principle as a wagon hub brake, but the drum is V-shaped in section and the band shaped to fit it. The band is lined with "Balata" belting, a combination of canvas and rubber, or some such substances, and stands the strain capably. It requires no lubrication, does not fire and, being external, is readily getatable. Owing to the shape of the three-speed hub the drum could not be fitted to it, and I had to turn to the rim brake. Touching the fixed low gear as a brake, I have found it invaluable under these conditions: Descending rough and steep grades on which coasting would be foolhardy; travelling over rough or rutted roads (unfamiliar ones) in the dark; riding through congested city traffic. In the case of the hills the brake also was used to hold the machine, but the fixed gear was found to be a brake of such elasticity and the rider to be in such intimate "touch" with the machine that it was used largely also as a means of restoring and maintaining the bal-

ance, and, incidentally, it had an effect on the steering, facilitating it. The constant use of the coaster under other conditions having given me a finer sense of handling the machine, it made me more expert in balancing, because I had additional movement with the fixed gear, being enabled to throw my weight this way or that, which was not feasible with the free wheel. I trust that this will be easily followed in the reading.

I thought when the coaster had reached the perfection attained several years ago that it had added the greatest boon to cycling, after the air tire, but when I gained the variable gear without the loss of the free wheel I felt that there was little left to be desired for pleasurable cycling—not even excepting a motorcycle, for with this one would not have what is the greatest attraction to thousands—a light, rhythmical and stimulating exercise. To obtain the full benefit from cycling, whether by free, fixed or changeable gears we must be careful not to overdo it in the matter of range—that is, always use a moderate gear or a moderate range of gears. This is what Mr. La Rue, who was a leading party to the discussion in the *Bicycling World*, did not seem to do. After using the variable gear for over 35,000 miles, I am of the opinion that the drop from the normal (high) gear (in two speeds) should be 23 to 25 per cent, and if the triple change is adopted the highest gear should be about 20 per cent above the middle gear—the reverse of what I have in the Sturmev-Archer three speed. Mr. La Rue seemed to, in addition to using a combination in which there was too great a disparity, ride with men above his calibre in pace; anyhow, he sacrificed his pleasure for another's pace. One doesn't go any further in a day by using a high gear. Twenty years ago, on the old ordinaries, we did quite as good rides in a day as are done now—70, 80, 90 and even 100 miles. I own up to covering 203 miles on one of these machines within twenty-four hours.

Regarding the use of the changeable gear: When the change is made to the lower gear the rider must be prepared to go at a slower pace. If he thinks to go up a hill with it at or about the same pace with the higher gear on the level, he will run himself out in short order. The best rule to adhere to is to maintain the same rate of pedalling or thereabouts. It is not a speed accelerator; it is a saver of energy; by its use one accommodates himself to the ever changing conditions of travel. As a matter of fact, this latter was the reason or purpose of the variable gear's invention.

G. R. Broadbent, Melbourne, Aus.

Due to a change in the binding and a consequent reduction in price by the publishers, The *Bicycling World* Company is able to announce the halving of the price of "Motorcycles and How to Manage Them." Formerly \$1, it is now to be had for 50 cents per copy. This useful little book of 141 pages, now in its eighth edition, has been considerably revised and is really better value than ever before.

HOW TO INCREASE POWER

What a Clever Clergy man Accomplished by Experiment with his Old Style Motor.

With the possessors of motorcycles of an early vintage the desire for increase of power is usually paramount. How to get the power is the problem. That it can be obtained at small expense is the contention of an English rider, who tells how he performed the service for himself. While the mechanism and its accessories in his case were all of a foreign type, what he did serves to demonstrate what can be done to overcome the inherent defects of a badly designed engine, and the fact that it was accomplished by a member of the cloth, as he signs himself as a "reverend," makes it plain that the mechanical work required is not beyond the capacity of an amateur who is at all adept with tools. The rider's mount appears to have been a motor tricycle, but the latter does not in any way complicate the problem where faults of a nature similar to those set forth by this ingenious dominie as having afflicted his motor appear in the usual air cooled motorcycle engine. Speaking of his trials and tribulations and the manner in which he set about remedying the shortcomings of his engine, he says:

"Some time ago I was much struck with the loss of power and overheating of motors caused by even slight wear of the exhaust tappet or cam; this seemed to me to point to a very narrow margin of efficiency in this respect in the four-cycle engine in common use. Following on this, I have been experimenting with a $3\frac{1}{2}$ horsepower Minerva to see whether I could effect any improvement. My last experiment has been very successful, and I am greatly delighted with the wonderful results. I took the cylinder off the engine, and found by careful measurement the lowest point of the stroke. I then bored two

7-16 inch holes side by side in the cylinder, about five-eighths of an inch above the top of the piston when at its lowest point—that is, they were uncovered by the piston for the last five-eighths inch of the stroke. I had intended placing them quite at the end of the stroke, but the position of the radiators on my engine prevented this. The result was magnificent; my engine has become a high speed engine in spite of its size, for it revolves at an incredible speed, so that nothing can be distinguished but a continuous buzz, while its hill climbing properties are wonderful. I have tested it on all the steepest hills around Watford, and find that I can take them nearly all on the least possible gas, driving with the spark advanced alone.

"The row was tremendous at first, of course, but I have now fixed a curved piece of soft iron, about four inches long, carrying two L pieces, between the two radiators in question. (By "radiators" is evidently meant the ribs or flanges cast on the outside of the cylinder.) The 4-inch piece has about thirty very small holes (about 1-32-inch) in it, while the L pieces reach right in to the cylinder walls, thus making a little chamber over the two holes. This effectually muffles the sound, and now there is hardly any more noise than before. I used to have trouble from overheating, as my gear is a low one, but now this has quite vanished. I expected to have trouble with the oil escaping, but I have run about two hundred miles without a shield, and only occasionally notice a very fine spray deposited on the front mud guard. The holes are bored in positions corresponding to the figures X and XI on a clock face, so as to avoid the carburetter on the right, my ankle on the left and the wind pressure in front. I use about twice as much lubricating oil as before, but this is a small matter compared with the benefits derived. I was in dread at first of the engine running dry and 'seizing,' but I have found now how much oil is required. I can discover no ill effects, though I have examined the engine most carefully,

and feel qualified to pronounce the experiment a complete success.

"I intend later on to try the effect of four holes, and will let you know the result if some enterprising reader should not have done so. I shall be delighted to show the machine to any motorist who calls at my house at Bushey Heath. By the way, some time ago I saw a letter from some motorcyclist complaining of sluggishness in starting his engine. I had the same trouble, and found it lay in the very bad fit of the throttle spindle in the main carburetter pipe. My carburetter is a Longemare, with rotating disk hung on a spindle, the ends of which project through the induction pipe. The holes through which the spindle came were too large, so that by placing my mouth over one I could easily blow through into the induction pipe. I rammed a wedge of wood into the spindle end (which is split) and packed it with stiff grease and cured the trouble. I can now start on the first turn of the pedals. I am also trying experiments with a small percentage of water and methylated spirit combined with petrol, etc., but I have not had sufficient experience to warrant my sending a report."

It is somewhat of a coincidence that an amateur should, from his own personal observation and unaided, have hit upon what the manufacturers of one of the best known air cooled automobile motors in this country lay claim to as an exclusive feature of great merit. Not that the latter is to be disputed, as evidenced by the result achieved by the minister with nothing better than a drill and a few pieces of sweet iron.

There were doubtless many of the early attempts at building motorcycle engines that went wide of the mark in one respect or another, and frequently those who have become possessors of such machines might find it possible to greatly improve their operation through some such simple expedient, the necessity and application of which will be noted upon careful observation.



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The Bicycling World

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No. 18

N. C. T. A. Meeting Takes an Unexpected Turn

Jobbers Elect Pittsburg Man President and Invite Automobile Supply Men to Join with Them; the Manufacturers then Invite the Jobbers to "Get a Move On"—Manufacturers' Association or General Trade Organization May Result.

Wholly without premeditation the meeting of the National Cycle Trade Association—which is essentially an organization of jobbers—on Tuesday and Wednesday of this week, 25th and 26th inst., came near to resulting in the formation of an association of manufacturers of bicycles and bicycle accessories. It is by no means certain that such an organization will not be yet brought about, but, whether or no this comes to pass, it is certain the officers of the N. C. T. A. have been given something to think about and that much good, if not entire reorganization of that body, will come of it.

The unexpected movement came about so easily and in such a natural course of events, that it was robbed of its sensational aspect, for under other conditions it well might be likened to the proverbial bolt from the blue.

On Tuesday morning, the Executive Committee of the N. C. T. A. had held a meeting, and later in the forenoon the active members had "reasoned together." The manufacturers, who are merely associates, were "given a talk for their money" at the general meeting held in the Astor House, New York, at 2 o'clock p. m. Ralph D. Webster, of the Eclipse Machine Co., representing the manufacturers, had made a speech of welcome to the jobbers; Chas. H. Turner, of the Albany Hardware & Iron Co., had responded for the jobbers; President Kelsey and Secretary Scutney had rendered their reports, and several other gentlemen had been called on and made a few remarks, when W. A. Graham, of John H. Graham & Co., let fall the suggestion of a manufacturers' association, which might meet each year at the same time and place as the jobbers, to confer and fraternize with them after the fashion of the hardware organizations. The idea took root and the up-

shot was an agreement that the manufacturers and manufacturers' representatives present should meet to informally discuss the subject the next morning. They met; so, of course, did the Executive Committee of the N. C. T. A. The latter held their session in a parlor on the floor above that in which the makers were gathered. Both finished their business at about the same time, the jobbers having elected the following officers for the ensuing year:

President, E. J. Lloyd, Binney Hardware Co., Pittsburg, Pa.; first vice-president, C. W. Leng, J. S. Leng & Sons Co., New York; second vice-president, Bruce Hayden, Danham, Carrigan & Hayden Co., San Francisco, Cal.; third vice-president, Chas. H. Turner, Albany Hardware & Iron Co., Albany, N. Y.; fourth vice-president, Charles L. Kelsey, the Kelsey Co., Buffalo, N. Y.; members of Executive Committee, C. L. Elyea, Alexander-Elyea Co., Atlanta, Ga.; James Pintze, Hoover-Ball Co., Newark, Ohio; secretary and treasurer, A. M. Schetey, New York.

The new officers were on the point of adjourning, when there came a tap on the door and a committee of five from "downstairs"—the manufacturers—was announced, and was ushered in. The committee consisted of W. A. Graham, W. F. Remppis, Reading Standard Cycle Mfg. Co.; Charles A. Persons, Persons Mfg. Co.; J. W. Bowman, Flisk Rubber Co., and H. S. White, Shelby Steel Tube Co. They expressed a desire to meet a similar committee of jobbers. The committee was promptly appointed, as follows: C. H. Turner, chairman; C. W. Leng, E. L. Willys, E. J. Lloyd and C. L. Elyea. When all of the others had left the room, the two committees "got down to business." It is said that the "business" was marked by very frank and pointed exchange of views. According to reports, the manufacturers expressed their regard for the N. C. T. A., and

also a desire to support it, but ventured a diplomatic suggestion that what it required to merit this support was more strength, more force and more "ginger," and that, if necessary, a form of reorganization would not be going too far to obtain those requisites. The same reports say that the jobbers asked for specific illustrations, and that in reply enough was said to illuminate the conference with a great white light.

When the session adjourned there was a better understanding all around, and at a subsequent meeting of the Executive Committee of the N. C. T. A., C. L. Kelsey and George Strauss, of Buffalo, and Bruce Hayden, of San Francisco, were added to the conference committee. This committee will meet with the manufacturers' quintette in New York in either September or October next, and it then will be decided whether the N. C. T. A. will adopt an "open door" policy and become in fact the national trade association or whether it will continue a body of jobbers, in which latter event an association of manufacturers is not unlikely to result. Meanwhile the jobbers will wage an industrious campaign to secure new members.

The several meetings of the executive committee and of the active members of the N.

(Continued on following page)

Kirk and the Yale Part Company.

Ezra E. Kirk, for so many years general manager of the Kirk Mfg. Co., Toledo, Ohio, and of its successor, the Consolidated Mfg. Co., has retired from the company, and for the immediate future will devote himself to private interests, which include the management of the Kirk estate. Than Kirk few men in the trade are better known or better liked, and as his withdrawal was unexpected, it will cause general surprise. He travelled considerably and thereby made many of the Yale patrons his personal friends.

N. C. T. A. Meeting.

(Continued from preceding page)

C. T. A. were of an executive nature. The reports of the president and of the secretary, which were read later at the joint general meeting, were presented and discussed. It is understood that some of those in attendance were in favor of making a diplomatic demand for larger discounts, on tires particularly, but that the meeting adjourned before the debate had been concluded or any action had been taken.

One of the jobbers, more outspoken than his fellows, is known to have told them practically what the manufacturers' committee told them later—that any front they might now present was not strong enough to attach proper weight to any request or demand they might formulate.

The only business that appears to have been transacted was the adoption of a resolution instructing the secretary to invite the manufacturers and jobbers of automobile supplies to join the N. C. T. A. as associate and active members, respectively, all such applicants to be placed on the eligible list first. This resolution was passed as a substitute for one presented by F. I. Willis, of Indianapolis, which was considered "too broad."

The joint meeting of manufacturers and jobbers on Tuesday was not uninteresting. It was open to all, and constitutes the one formal occasion on which the makers, who as associate members of the N. C. T. A. contribute \$25 a year, get what, in the vernacular, may be termed "their annual run for their money." President Kelsey presided, and while he was engaged in quiet but earnest converse in a far corner of the room W. F. Remppis, the head of the Reading Standard Cycle Mfg. Co., was elected vice-president of the meeting. He was very much surprised when informed of the fact.

The last year has been in the main a prosperous one," said President Kelsey in his report. "The bicycle sundry business has been better than for a number of years past, and vastly better than the last preceding one." He considered that conditions had improved since the N. C. T. A. had been formed, and that they will continue to improve if the organization is given "proper support and encouragement." He did not believe that because a man or firm was recognized as a jobber or jobbers of a particular article that they were entitled to jobbers' prices on all lines of sundries; some of them who dealt only with tires and coaster brakes, he said, should be limited to jobbers' quotations on these articles. Without mentioning names, he pointed out the recent notorious instance in Buffalo, when a jobber of tires had been accorded quotations on all lines of sundries, which privilege had been "most shamefully abused." Mr. Kelsey remarked rather slyly that in this case as most of the manufacturers had lost about two-thirds of their accounts with the firm in question "their pun-

ishment for failure to observe the rules of the association had been quite sufficient."

He recommended that a committee of three be appointed to make such alterations in the by-laws as to permit the admission of manufacturers and jobbers of automobile supplies to membership. He also thought it desirable that the next meeting be held in some city at least as far West as Detroit, as it seems impossible to induce the far Western members to come so far East as New York. Mr. Kelsey had heard that the association contained some members who, for various reasons, were not entitled to membership. He had nothing of a specific nature to say in this respect, but thought that if the statement was true some means should be provided whereby ineligible could be legally dropped from the roll.

"We do not seem to have gotten any nearer than when we started to a decent profit on tires, coaster brakes, lamps and a few other articles," concluded Mr. Kelsey's report. "Nor does it seem that we have accomplished much in having the sales of bicycle tires at jobbers' prices confined to jobbers. The coaster brake and tire people say that they have done much for us," he added, "and possibly they have done so. My eyesight is bad, anyway, so perhaps it is not strange that I can't see it."

In his report Secretary A. M. Scheffey regretted that it had been impossible for him to see more of the members personally. As an appropriation of only \$200 had been available for travelling purposes, many of the heart to heart talks which he so much desired had been out of the question. He said, however, that he had been made a confidant in various matters, and that "by tact and diplomacy he had adjusted differences which would not be of general interest to the members at large." He had never betrayed a confidence placed in him, for such conduct would be foreign to his nature.

Many of the questions with which he dwelt had to do with price cutting, and in every case his presentation of the case had received courteous response from the manufacturers.

"While I have the deepest sympathy for the jobber," said Mr. Scheffey, "and can understand his reluctance to formulate a complaint and give substantial data, in order to present the case to a manufacturer something tangible must be stated. My belief is that it is the disposition of all members, active and associate, to give the other fellow a chance, and if I am right in this belief I cannot conceive of any question too great for satisfactory settlement. The main point is getting together and being reasonable. If the manufacturer has a standard article which he wants sold by the jobber at a restricted price, and is absolutely sincere in his wishes, I believe he can win out on that line; if he is only half sincere his case is hopeless."

The definition of a jobber, for which Mr. Scheffey said "the association had great respect," is as follows: He should be located where he can reasonably expect living support; he should be financially able to carry

accounts with manufacturers and retailers; he must carry in stock the goods he advertises by price lists and catalogues; at least 50 per cent of his business should be wholesale; he should have one or more travelling men on the road, and issue at least an annual catalogue."

Mr. Scheffey added that so far the association had no lawsuit to defend, and that he had exercised the greatest care not to write anything that would involve the organization in litigation. The operation of a credit system he described as having been "fairly successful." He estimated the number of dealers at 14,500, and hoped that each might be given, without cost, a copy of the association's revised registry list of bicycles, bicycle tires, cements, etc.

After these reports had been rendered Ralph D. Webster, of the Eclipse Machine Co., delivered a short address of welcome to the jobbers on behalf of the manufacturers. The substance of his remarks was that the association had accomplished much good, one of the chief purposes it had served being to acquaint one tradesman with the other and thus convince them that neither was sprouting horns.

Charles H. Turner, of the Albany Hardware & Iron Co., responded for the jobbers. "Get together" was the burden of his remarks. "One talk is worth a dozen letters," was an epigram in his line of talk, which he said was a sort of Mother Hubbard address, i. e., "it covered everything and touched nothing."

When these formalities had been duly recognized, expressions of opinion were sought from those on the floor. W. A. Graham, of J. H. Graham & Co., was the first of those to respond. Although he favored restricted prices, he believed that his firm could do more business with an open market. He did not consider that the jobbers properly backed up the manufacturers, who sought to support them, in that they did not uphold such restricted prices when they were given them. The great difficulty of price regulation, he said, was that when charges are made both sides usually enter denials, and the complainant refuses to meet those whom he accuses or to provide specific evidence.

Mr. Graham then launched the suggestion of a manufacturers' association. He said that, as at present constituted, the manufacturers represented in the N. C. T. A. have little more to do at the annual meetings than to twiddle their thumbs. As their interests conflict, he did not see how manufacturers and jobbers could flock together in the same organization; one or the other simply must predominate. This state of affairs, he said, had prevailed in the hardware trade, with which he is identified, and had resulted in the manufacturers organizing an association of their own, which meets at the same time and place as the jobbers' organization.

E. J. Lloyd, of the Bindley Hardware Co., who was later elected president of the N. C. T. A., also favored the suggested manufacturers' association. He likewise believed in



THE JOBBERS "SEE THE TOWN."

restricted prices, and gave as his opinion that if 5 per cent of the trade would not agree to hold such prices they should be debarred from getting goods at such figures that they might despoil the trade.

W. F. Remppis, of the Reading Standard Co., made a few remarks expressing his faith in organization. "Good rarely fails to follow when men meet face to face," was one of his pat observations.

George W. Nock, of Philadelphia, "spoke right out in meetin'." When called on, he stated that as he was not a member of the association, he did not know why he should be asked to speak. He then went right at the pith of one of the subjects closest to the jobbers' heart.

"Tires," he said, "constitute the big question, and the jobbers," he bluntly asserted, "are themselves to blame if their profit is insufficient. They could make money if, instead of selling cheap goods at shadowy prices, they handled good goods, quoted living prices and held to them." Mr. Nock vehemently advised: "Don't cut prices simply because you hear, or fear, that your competitor is cutting. Stick to your price and

you will get it. I know what I am talking about; I practise what I preach, and have found it profitable."

The suggestion of a manufacturers' association was then taken up and generally debated. It finally took form, on motion of R. D. Webster, that the manufacturers and manufacturers' representatives present meet the following day to discuss the subject without prejudice and without in any way binding themselves. C. A. Persons seconded this motion, which, by informal vote of the manufacturers present, was carried.

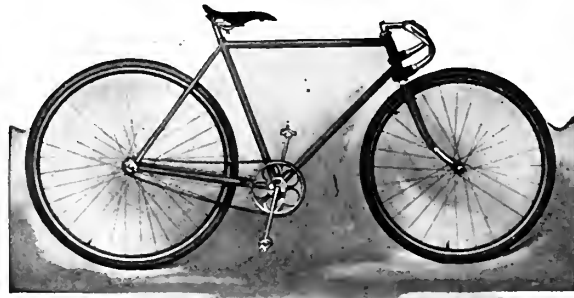
In many respects the meeting of the manufacturers and manufacturers' representatives, held on Wednesday to discuss the suggested manufacturers' association, was the most inspiring gathering of cycle tradesmen that has been held for many years. The proceedings were entirely informal, but the interchange of views and opinions was instructive and may be turned to great advantage. As the man who first let fall the suggestion, W. A. Graham was elected, or rather, impressed, as chairman. All of those of the thirty or more present who spoke were frank

in their expressions. There was no desire to disrupt the N. C. T. A., as some feared would be the case if the manufacturers organized, but there was very general unanimity that the jobbers' association needed an infusion of life and numbers to merit the support of manufacturers that is so necessary.

What does it hold for the manufacturers? was a very pertinent question that was asked. As it is now, they have no voice in its affairs, and they merely spend a couple of days each year in entertainment. Would it not be better that the jobbers' tub stand on its own bottom and that a manufacturers' association be formed to contribute to a common treasury for entertainment purposes? Would it not be better that the bicycle interests, jobbing and manufacturing, ally themselves with such a strong organization as, say, the Motor & Accessory Manufacturers, and let that body deal with such grievances or questions as might arise?

All these phases of the situation were presented and discussed until the talk grew "weedy," seemed likely to vanish in thin air and to serve no purpose, when the meeting

(Continued on page 438)



National, Model 80 Special

The weather for the last four months has not been good for racing, but on the other side of the world they are doing good work on the Nationals. The last of January at one meet in New Zealand, two National riders scored four firsts, three seconds, three thirds and six fourths, and at the Timaru Sports, another National rider won all races on the program. They have found out that Nationals are winners, and send 15,000 miles to get them.

In thirty days the sport will begin in the U. S. The Model 80 special National is the winner. Show a sample and it will sell.

NATIONAL CYCLE MFG. CO., Bay City, Mich., U. S. A.



WHAT

Mr. W. E. BAUM,
Sec'y Chicago Motor Cycle Club

SAYS

OF

FISK TIRES

Last year he rode 12,771 miles, of which 3,100 miles was on three pairs of ——— tires, and 9,671 on one pair of No. 88 H Fisk tires 28 x 1 3/8 in., and during the entire year he only had one puncture in the Fisk tires. Last year he received First Prize in Chicago for Century Runs and Third Prize in New York.

He states that Fisk tires are not only easier riding but will wear longer and better than any tire he ever had.

W. E. BAUM,
Sec'y Chicago Motor Cycle Club.

FISK RUBBER COMPANY,

Chicopee Falls, Mass.



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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, JULY 29, 1905.

Now's the Time to Strike.

One of those "tides in the affairs of men, which, taken at its flood, leads on to fortune" appears almost to have thrust itself on the cycle trade.

The spirit of the informal meeting of manufacturers in the Astor House, New York, on Wednesday last, which grew out of the jobbers' annual conference, leaves small doubt on the point. If the trade really desires to help itself, the path it should follow is now clearly marked. The expressions of opinion at Wednesday's meeting constitute the finger posts.

Whether the jobbers' organization should be left to shift for itself is of small moment, compared with the main issue at stake—the welfare and improvement of the whole trade. It was well said that the jobbers have only selfish ends to serve; they are looking out only for themselves with an eye ever to the main chance. No criticism can attach to them for doing so; it is perfectly proper, and their organization is but a symbol of the

self-helpfulness that should actuate the entire industry.

If the industry does not help itself it is certain that the Lord will not help it. It rolled down the hill of its own great weight; it is now seeking to climb upward again; it has made some progress in that direction and a good, wholesome push at this time is likely to accomplish, if not wonders, at least bring the industry nearer its rightful position nearer the summit of the hill.

Will the industry help itself? Will it place its shoulders to its own wheel and push? It is for the manufacturers of all and whatever cycle wares to supply the answer; it is their part—their duty to take the initiative and lead the movement.

The health of the trade, as was stated at Wednesday's meeting, does not repose in the jobber. The jobber's health, like the health of the manufacturer, is bound up in the health of the retailer. To improve the condition of the other two, the condition of the latter first must be improved. It is a matter of elementary logic. It is plain as a pike-staff. How, then, to improve the condition of the dealer? is the paramount question. Compared with it, the matter of the jobbing discounts on tires or coaster brakes or on anything else shrivels to microscopic proportions. If the dealer's lot is bettered, the lot of the jobber also is bettered, and he has less time and less need to wail about the insufficiency of discounts.

The way to help the dealer is not by putting money into a jobbers' organization nor by attempting to tie the cycle trade like a tin can to the tail of the automobile industry. In their aim to maintain a permanent office the jobbers have, in our opinion, made a false step in the tin can direction, and by seeking to embrace automobile makers and dealers, have not only forfeited the right to the title National Cycle Trade Association, but have given sufficient cause why those engaged wholly with cycle wares should not contribute to their support. These latter are not concerned with or about the automobile industry any more than the automobile industry is concerned with or about them, and

anyway the automobile industry has ahead of it, if it is not already verging on them, conditions which will not admit of a tin can of any kind being attached to its tail or to any other part of it.

Enough was said at Wednesday's meeting to show how some help may be rendered to the retailer, and, in natural sequence, to the whole trade. If he had an opportunity to make himself heard, to air his views and give his opinions; if he was accorded some such opportunities of the sort and felt the gladhandedness accorded the jobber, other ways and means of improving his lot undoubtedly would be forthcoming.

A national cycle trade association is what is wanted; one that is national in fact as well as in name and that would be all embracing and be of and for the cycle trade first, last and all the time, and for no other trade at any time. If that cannot be brought about, then by all means let us have the manufacturers' association. They have as many matters of moment, and in greater proportions, than ever a jobber had or is likely to have. They can help the whole trade by helping themselves and without undue cost. There are many matters, both foreign and domestic, that concern all alike, whether they make bicycles or toeclips only.

If September, when the respective committees of makers and jobbers are due to hold their conference, is permitted to pass without action that makes for an upward push by those most concerned, an opportunity will have been permitted to pass that never will return, and it may then well be writ, "All who have entered here left hope behind."

The bicycle business should go upward. It wants to go upward. At this moment it is crawling upward on its belly, and despite indifference. Given the hand that will lift it to its feet, it will walk upward as befits a matured industry that has "been through the fire."

Will the bicycle people themselves extend the helping hand or will they wait, and wait, and wait, for the unseen hand of Providence to accomplish that which is their plain duty?

N. C. T. A. Meeting.

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was suddenly given a different complexion.

"For the time being, why not eliminate the jobber and cut out all talk of tying the cycle trade like a tin can to the tail of the automobile industry and discuss the possibility of an organization having for its end the improvement of the whole trade?" unexpectedly asked one of those present. "The health of the manufacturer and of the jobber alike depends on the health of the retailer. If there is any one who needs help, he is the man. Why not try to give it to him? Why not try to make the N. C. T. A. what its name implies—a really national organization of the whole trade?"

"That's right!" was the exclamation from several parts of the room.

"That's exactly what is most needed," said another speaker. "The jobbers' association exists for purely selfish purposes. They seek to make larger profits by getting larger discounts, instead of increasing their income by increasing the business. More business is what we all want."

C. A. Persons helped along the renewed interest by detailing the plans of a big movement which he had had in hand for the betterment of the trade and which had failed to mature solely because of inability to secure the right man to manage it. In brief, it consisted of a bureau of cycling publicity, which would not only disseminate cycling news and literature to the public prints, but would maintain a staff of men who, wearing cycling costume and riding bicycles, would circulate in allotted territory during the year, giving the "glad hand," and help dealers, promoting road races, coasting contests, tours and the like. Mr. Persons stated, what was known to a certain few, that some \$10,000 had been practically pledged to support the bureau, and told of the fruitless effort to secure the services of a man with sufficient versatility and executive ability to manage the bureau.

It was the first knowledge that many of those present had that such a movement had been under way and had progressed so far; that it was an eye opener to them their faces showed, and that it was refreshing news their hearty applause clearly indicated.

A motion that a committee of five be appointed to discuss and report later in the year on the feasibility of forming an organization followed soon after. Later the discussion returned to the jobbers' association, and the upshot was the appointment of the committee of five, which waited on the jobbers in session on the floor above and which politely suggested that the N. C. T. A. reorganize, increase its strength or in some way "get a move on" and earn support by deserving it.

As chairman of the manufacturers' entertainment committee W. J. Surre, Corbin Screw Corporation, did himself proud and covered himself with glory. He raised the biggest fund for the purpose that ever had

been gathered, and if any one, whether resident or visiting tradesman, failed to "eat, drink and be merry" and to literally "see the elephant," or "see the town," it was not due to the fault of the bundle of nervous energy from New Britain who was assisted by H. V. Dodge.

Tuesday evening the eating and drinking was done at the Café Martin, where Delmonico once held forth. Many of those from New York, and from outside New York, brought ladies with them; in all, 130 sat down to dine. There was no speechmaking; indeed, the dinner was so good and lasted so long that most of those who partook were late in reaching the New York Theatre Roof Garden, where vaudeville and that conglomeration of horseplay, "When we are Forty-one," was presented. One hundred and forty-nine attended the show. Last year eighty was the top notch attendance at any function.

Wednesday afternoon was devoted to the "elephants." Every one was supplied with tickets to see all that is contained in Luna Park and Dreamland, at Coney Island, and that they hold a lot the world knows. In the evening the indefatigable Surre rounded up enough of the visitors to fill one automobile "rubberneck wagon" and part of another one, and, although it was not on the regular programme, he "showed them the town" from that moving point of view. The picture shows Surre on the front seat of the "band wagon"—he's the energetic looking chap in the centre.

Those present at the general or "joint meeting of Manufacturers and Jobbers" on Wednesday were as follows:

W. D. Andrews, Syracuse, N. Y.; Roy F. Britton, of A. L. Dyke Supply Co., St. Louis, Mo.; J. H. Whittington, Forsyth Mfg. Co., Buffalo, N. Y.; William H. Graham, John H. Graham Co., New York City; James Lewis, Bindley Hardware Co., Pittsburg, Pa.; D. B. Nally, Continental Rubber Works, Erie, Pa.; George A. Graham, New Department Mfg. Co., Bristol, Conn.; Thomas J. Heller, Standard Roller Bearing Co., Philadelphia, Pa.; E. R. Cassel and E. S. Fretz, Light Mfg. & Foundry Co., Pottstown, Pa.; M. S. Purple, Bevin Bros. Mfg. Co., East Hampton, Conn.; James B. Pratt, John S. Leng's Sons Co., New York City; George W. Nock, Philadelphia, Pa.; Charles W. Leng, John S. Leng's Sons Co., New York City; W. J. Surre, Corbin Screw Corporation, New Britain, Conn.; George C. Strauss, Joseph Strauss & Son, Buffalo, N. Y.; William A. Graham, John H. Graham & Co., New York City; B. S. Keefer and D. B. Smith, Standard Spoke and Nipple Co., Torrington, Conn.; C. M. Cordell, Goodyear Tire & Rubber Co., Akron, Ohio; F. I. Willis, H. T. Hearsey Vehicle Co., Indianapolis, Ind.; W. P. Culver, Diamond Chain & Mfg. Co., Indianapolis, Ind.; J. E. Ellis, Kokomo Rubber Co., Kokomo, Ind.; R. C. Rueschaw, Pope Mfg. Co., Hartford, Conn.; G. T. Shugart, Morgan &

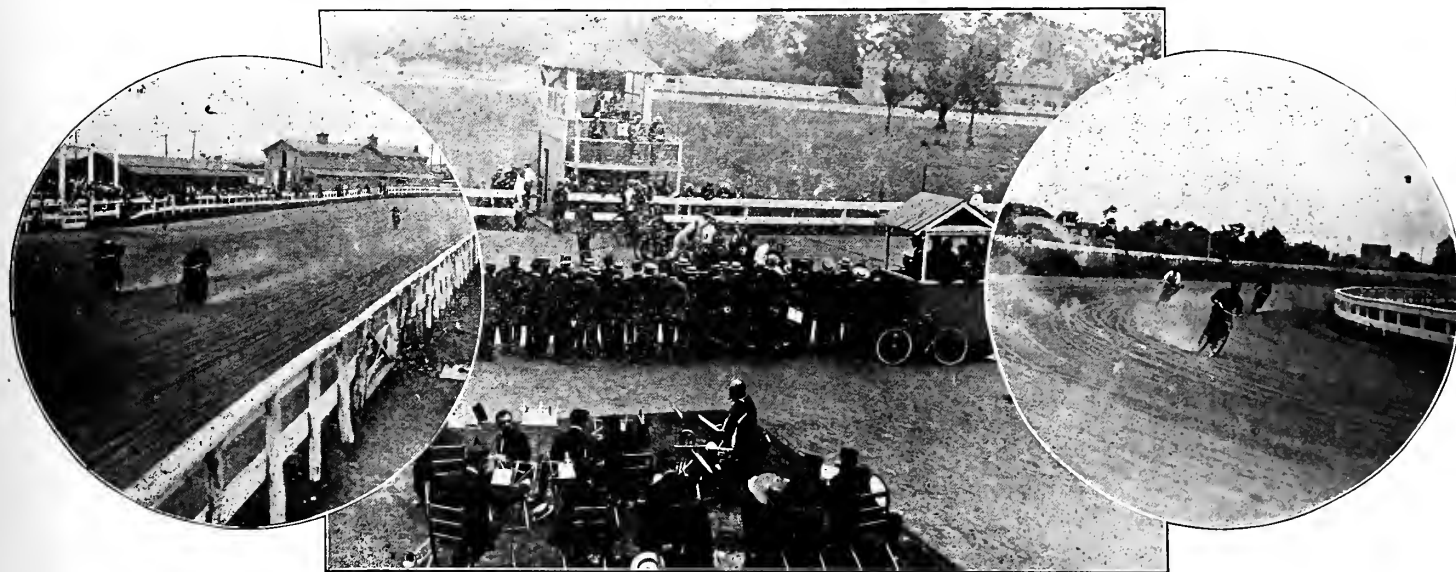
Wright, Chicago, Ill.; W. C. Marion, Morgan & Wright, New York City; Joseph Goodman, Bicycling World, New York City; F. G. Stewart, B. F. Goodrich Co., Akron, Ohio; W. A. Durant, Barnes Tool Co., New Haven, Conn.; P. R. Robinson, New York Sporting Goods Co., New York City; G. W. Cole, Many-Use Oil Co., New York City; C. A. Hoagland, John H. Graham Co., New York City; T. N. Biddle, Eclipse Machine Co., Elmira, N. Y.; Keyser Fry, K. & F. Supply Co., Reading, Pa.; C. L. Elyea, Alexander Elyea Co., Atlanta, Ga.; R. G. Betts, Bicycling World, New York City; J. T. Wherett, Ideal Plating Co., Boston, Mass.; Russ Rim Co., Buffalo, N. Y., and Buffalo Enamel & Stain Co., Buffalo, N. Y.; Frank C. Storek, Reading Standard Cycle Mfg. Co., Reading, Pa.; F. D. Ziegler and J. A. Plane, Goshen Rubber Works, Goshen, Ind.; H. V. Dodge, John R. Kelm, Buffalo, N. Y.; Charles A. Persons, Persons Mfg. Co., Worcester, Mass.; J. F. Beck, Supplee Hardware Co., Philadelphia, Pa.; E. Fitzele, Progressive Cycle & Auto Supply Co., New York; C. J. Downing, Judson & Downing; Edward H. Darville, The Iron Age, New York; William H. Grover, Norfolk, Va.; George H. De Lany, H. R. Olmsted & Son, Syracuse, N. Y.; B. R. Newhall, F. C. Howlett, Syracuse, N. Y.; Ralph D. Webster, Eclipse Machine Co., Elmira, N. Y.; E. J. Lloyd, Brindley Hardware Co., Pittsburg, Pa.; William S. Roby, Sidney B. Roby Co., Rochester, N. Y.; W. E. Fiskett, Albany Hardware & Iron Co., Albany, N. Y.; Charles H. Turner, Albany Hardware & Iron Co., Albany, N. Y.; P. H. Ferguson, Peter A. Frasse & Co., New York; Charles E. Hunt, George W. Cole Co., New York; W. G. Schaack, Emblem Mfg. Co., Angola, N. Y.; B. W. Snowman, Diamond Rubber Co., New York; Richard R. Harris and H. S. White, Shelby Steel Tube Co., Pittsburg, Pa.; H. L. Hall, E. H. Hall Co., Rochester, N. Y., and A. E. Brion, Peter A. Frasse & Co., New York.

There also were present A. Morris and D. Grimberg, the two principals in the sweet scented Manhattan Storage Co. Some one had told Morris that he might be called on to make a few remarks, and, taking it seriously, he said he would make no "speech" if newspaper men were permitted to hear it. He, of course, was not called on, but he had plenty to think about, as that very day one of his salesmen was in court and was held for the grand jury on a charge of obtaining money under false pretences by representing an article to be what the evidence showed it was not. The newspapers of the next day were full of the subject.

Armac to Remove to Chicago.

The Armac Motor Company, which recently reincorporated under the laws of Illinois, with its capitalization increased to \$50,000, will remove its present plant at St. Paul to Chicago on August 15th, locating at 464 Carroll avenue. In addition to the Armac motor bicycle for which the company proposes to make side and fore carriages, a six-horse power runabout will be marketed.

Motorcycle Racing Makes a "Hit" in New York.



SCENES AT NEW YORK'S FIRST MOTORCYCLE MEET.

New York witnessed its first exclusive motorcycle race meet on Saturday last, 22d inst., and if the enthusiasm of the spectators and the reports of the newspapers count for anything, there are happy days ahead for the sport. The meet was the one promoted under the joint auspices of the Eastern District of the Federation of American Motorcyclists and the New York Motorcycle Club, which was held on the Parkway Driving Club's track, in Brooklyn. Rain, which succeeded a day of bright sunshine, had caused the postponement of the meet from July 8, and on Saturday last the weather gods frowned again, though they did not actually weep. A cloudy afternoon followed the morning's sun, and undoubtedly kept down the attendance. At that, however, there were about twelve hundred people present, and they all remained until the last race had been run. Each event filled well. The smallest field was of five men and the largest had twelve. But two men of all those entered failed to put in an appearance.

The racing was of the sort to hold the crowd. The two F. A. M. Eastern District championship events were both hair raisers, while the novel hang-together race fully accomplished its purpose—that of preventing a runaway by compelling the field to bunch for two and seven-eighths miles and then providing a close fight to the tape.

The event for one-design Marsh machines was a pretty contest until one of the two men responsible for its prettiness ran off the track. It was, however, the two championship events that aroused the crowd to the highest pitch. They marked the first meeting of Oscar Hedstrom, of Springfield; Stanley T. Kellogg, of Bridgeport, and J. P. Bruyere, of Passaic, the latter the mile record holder. Kellogg and Hedstrom rode 3½ horsepower two cylinder Indians, and Bruyere

ere a 5 horsepower two cylinder Curtiss. The track was rough and dusty and the turns none too safe for such big machines, and Hedstrom took no chances, he riding with unusual caution, cutting out the power and literally coasting around the turns. He seemed content to remain in third place and within hailing distance of Kellogg and Bruyere. It was this latter pair that provided two rare battles, in both of which Bruyere was the victor, and as a result a happier man than he never left a racetrack.

In the mile championship Kellogg made the best start and drew a lead of four lengths on the man from New Jersey. He held his advantage throughout the first lap, but on the second Bruyere began inching up. Turning into the homestretch he had regained at least half of the lost distance, and, literally lying flat on his big machine (he rode in what is by far the best position for fast work), was coming with a wet sail. Kellogg, however, seemed to quicken also, and, although his rival gained down the straight in the short distance to go, it did not seem that he could overtake him. Bruyere, however, never let up, and, crowding all a and while the crowd stood on tiptoe, passed him three yards from the tape and won by inches only in 1:31.2-5. Frank M. Dampman, the veteran road racer, started in this event on a single cylinder machine, but was quickly lost in the shuffle. He ran wide on one of the turns and had a hard fall, but escaped injury.

In the five-mile championship, in which eight men started, the race quickly resolved itself into a contest between the three big machines, those ridden by Hedstrom, Kellogg and Bruyere, and again the fight was between the two last named. Kellogg once more got away in front, and held the lead until rounding into the homestretch on the seventh lap, where he ran wide. Bruyere, who was in his wake, likewise ran wide, but

recovered quickest and shot by Kellogg on the inside while the crowd roared. The Bridgeporter went after the Passaic man in determined fashion, but until the last lap he made little impression. Turning into the stretch for the run home he was all of ten lengths to the bad. In some way or other, however, he then found some reserve power and made a most remarkable jump. While the spectators craned their necks he gained on the flying Bruyere at every revolution, but the distance was too short, and the delighted New Jersey Frenchman held his own by three lengths. Time, 7:33.3-5. Hedstrom, as before, was third, and the single cylinder machines nowhere.

The three-mile hang-together race, in which the contestants were compelled to remain within, approximately, fifty yards of a pace-maker until he was signalled to drop out, was an interesting experiment, designed to prevent a runaway, and which amply fulfilled expectations. Eleven men started, and for five and one-half laps they remained so closely bunched that the unknowing onlookers, of whom there were many, openly marvelled at the "closeness" of the race. In the backstretch on the last lap the field broke, stretching all over the track in an interesting play for position. The pacemaker had held close to a two-minute clip, and when the signal for him to drop out was given, turning into the homestretch, the skill and quickness of the riders were brought to bear. Hedstrom was quickest on the trigger, and jumped into the lead. He opened at least three lengths of daylight, although Bruyere and Kellogg, who also cleared the ruck, lay down to their work. They made little impression on the leader, who won by three lengths, the same distance separating the next two men. F. O. Ericson, of Brooklyn, on a 13½ horsepower Thoroughbred, showed the way home to the single cylinder brigade.

The work of Ericson, who before the races

started wished to withdraw from the events he had entered on the plea that his machine was not going fast enough, belied his statement, for it had speed to spare. He won the novice race by a safe margin, and later accounted for the pursuit race. In the latter he won his heat in quick order—that is, in less than two miles—and won the final after a stirring chase of five and one-third miles. Erierson's mount was protested as not being a stock machine, but after investigation the protest was rejected.

For half the distance the two-mile race for Marsh 3 horsepower motor bicycles was a pretty struggle between F. W. Horenburger and A. Kneder, both of the New York Motorcycle Club. They quickly shook off the other three starters, and for one mile fought it out hammer and tongs. In the third lap, however, Kneder ran off the track onto the grass, and, although he quickly recovered and set sail for Horenburger, his mishap seemed to have robbed him of all speed, and he was easily passed by Thomas Chadwick, whom Horenburger led by all of a hundred yards.

The two-mile speed judgment contest, in which the award went to the rider coming nearest to 4:10 for the distance, supplied an assorted lot of speed estimates. Frank M. Dampman, who finished fourth, came nearest to the specified time, and he was nine seconds out of the way—that is, 4:19. According to his own statement, which was verified by Dampman, J. I. Brandenburg, finished almost abreast of Dampman, but was overlooked by the judges. F. W. Horenburger and R. H. Bartsch were tied for second place, the former having ridden the two miles in 4:00 and the latter in 4:20. In the run off at a half mile Horenburger won. The other men's idea of a 2:05 per mile pace was represented by the following times for the two miles: 4:23 4-5, 4:24 1-5, 4:26 3-5, 4:28 1-5 and 4:35.

The only accident of the day occurred in the novice race, when A. A. Hoyt, of Brockton, Mass., who was riding a borrowed Marsh machine, ran wide on a corner and fell heavily. He sustained a broken collarbone, and was taken to a hospital, which, however, he was able to leave two days later. Hoyt's accident was a sore blow to the Marsh adherents, as they had brought down a new 110-pound machine which Hoyt was to ride in the championships. Summary:

One-mile novice, open to single cylinder full roadsters—Won by F. O. Erierson, Brooklyn, 1½ h. p. Thoroughbred; second, R. H. Bartsch, New York, 1½ h. p. Indian; third, Walter Jones, New York, 1½ h. p. Indian. Time, 1:44 1-5.

One-mile, F. A. M. Eastern District championship—Won by J. P. Bruyere, Passaic, N. J., 5 h. p. Curtiss; second, Stanley T. Kellogg, Bridgeport, Conn., 3½ h. p. Indian; third, Oscar Hedstrom, Springfield, Mass., 3½ h. p. Indian. Time, 1:34 2-5.

Two-mile, for Marsh motorcycles—Won by F. W. Horenburger, New York Motorcycle Club; second, Thomas Chadwick, New York;

third, A. Kneder, New York Motorcycle Club. Time, 3:42 3-5.

Three-mile "hang-together" race (contestants to remain within 50 yards of pacemaker until he drops out on last lap)—Won by Oscar Hedstrom, Springfield, Mass.; second, J. P. Bruyere, Passaic, N. J.; third, S. T. Kellogg, Bridgeport, Conn.; fourth, F. O. Erierson, Brooklyn. Time, 6:04.

Two-mile speed judgment contest (the winner the rider who came nearest 4:10 for the two miles)—Won by F. M. Dampman, New York, 1¾ h. p. Indian; second, F. W. Horenburger, New York Motorcycle Club, 3 h. p. Marsh; third, R. H. Bartsch, New York. Time, 4:19.

Five-mile F. A. M. Eastern District championship—Won by J. P. Bruyere, Passaic, N.



J. P. BRUYERE,
The First Eastern District Champion.

J.; second, S. T. Kellogg, Bridgeport, Conn.; third, Oscar Hedstrom, Springfield, Mass. Time, 7:33 3-5.

Three-cornered pursuit race, for single cylinder full roadsters—First heat—Won by R. H. Bartsch, 1¾ h. p. Indian; second, S. T. Kellogg, 1¾ h. p. Indian (did not finish); third, F. M. Dampman, 1¾ h. p. Indian. Time, 5:13 4-5; distance, three miles. Second heat—Won by E. W. Goodwin, 1¾ h. p. Indian; second Frank Baker, 1¾ h. p. Indian; third, H. Jehle, 1½ h. p. Spiral. Time, 8:01 1-5; distance, 4½ miles. Third heat—Won by F. O. Erierson, 1¾ h. p. Thoroughbred; second, J. I. Brandenburg, 1½ h. p. Thoroughbred; third, Fred A. Baker, 1¾ h. p. Indian. Time, 3:44 4-5; distance, 1¾ miles. Final heat—Won by Erierson; second, Goodwin; third, Bartsch. Time, 9:27; distance, 5 1-3 miles.

"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York. ***

THE RUN AND THE MEET

Both of Big Annual Motorcycle Events Promise to be Record Breakers.

Strenuous though it may be, the national endurance contest of 1905, under the auspices of the Federation of American Motorcycle-ists promises to wholly eclipse, in point of numbers and general interest, its three predecessors.

The idea of a run of 250 miles from New York to Waltham, Mass., in 16 hours and 35 minutes over roads that are none too good appears to have been more inviting than otherwise, and a large and diversified field of starters is assured. Not only are individual riders entering in greater numbers than in previous years, but manufacturers who took little or no interest in the contests of the past have enlisted for the fray. The Reading Standard Thoroughbred, for instance, is already represented by eight entries. George Wagner, of St. Paul, Minn., is himself on the list and four new Wagner bicycles are already in New York. The Curtiss is represented by four nominations. Three stray Indians are already booked, and the main tribe itself is known to be preparing to send a band. The Pope interests will be well represented, as usual, and from Toledo, Ohio, comes word that a Yale-California detachment is on the way. Metz, of Waltham, is grooming a trio, and even the Reliance has indicated that it will not be found among the missing.

It appears not unlikely that there will be all of fifty starters when the word is given at 3 o'clock Monday morning, August 7.

To make up the necessary 250 miles it has been decided to reel off some eleven miles before leaving New York, and to add eight miles by diverging from the direct route after leaving Worcester, Mass., and going via Westboro, where checkers will be stationed to assure that no competitor has taken the short cut to Waltham.

From Waltham comes the report that all is in readiness for both the F. A. M. run and the F. A. M. meet. The New England press has become interested and is devoting generous space to the subject and the general awakening will undoubtedly result in the gathering of the biggest crowd of motorcyclists that has been seen in this country. Waltham is not rich in hotels, but for those who do not wish to stop at the Woodland Park, the official headquarters, there will be room aplenty, tents having been provided for emergencies. There is no politics being played, and no slate framed for the annual election of officers. Chicago has intimated plainly that it seeks the Western vice-presidency, but otherwise the field is an open one. President Betts has let it become known that he is anxious to retire, but his successor has not appeared on the horizon, and will have to be found at Waltham.

KRAMER'S NEW WRINKLE

Acquired in Paris and Sprung on Fenn in a Close Finish at Vallsburg.

Hair raising finishes were the rule at the third night meet at the Vailsburg board track, Newark, N. J., last Saturday, 22d inst., and a crowd of over four thousand spectators witnessed some spirited contests. The increasing interest in the sport, to which the crowded and animated grandstand and bleachers bore living testimony, was appreciated by the riders, who seemed to strain every muscle in their endeavors to provide the gruelling races so much enjoyed.

The feature of the meet was W. S. Fenn's great ride in the two-mile handicap. He was alone on scratch. Kramer not lining up. Three teams were named—Fenn pairing with John Bedell, Oliver Dorlon with Joe Fogler and E. S. Root with Menus Bedell. Root and Bedell were at thirty yards and the others strung out to 240 yards, where George Benfer, Ernest Lang and H. S. Loder held forth. John Bedell loafed until Fenn picked him up in the backstretch, after which they went out to mow down the field, Bedell setting the pace.

The task was not as easy as it looked, and at the end of the first mile Fenn and Bedell found still a big gap to be closed up. The Bristol blacksmith decided to reduce this himself, and before the fifth lap was completed had caught the leaders. A new difficulty confronted him at the bell, where Fogler, the Brooklyn lad, unwound a terrific sprint and assumed to pull Dorlon to the front. The clip was fast, and rounding the turn into the stretch Dorlon had a clear lead of two lengths over Fenn. On both riders came, Dorlon wobbling from side to side in his superhuman effort to win, and Fenn gaining steadily. Six inches from the tape Fenn succeeded in getting his front wheel in front and landed the purse. Root and Menus Bedell finished third and fourth in close order. The time was 4:12 2-5.

What was at first looked upon as the race of the night, and the one which attracted a large portion of the spectators, was the Kramer special, in which the champion was to meet Willie Fenn and others in open competition. There had been a good deal of speculation as to the relative merits of the two men, who are to meet soon in a match race and afterward continue as rivals for grand circuit championship honors. In the trial heats, two to qualify, Oliver Dorlon and Menus Bedell were the only two "cracks" to be shut out, Kramer, Fenn, John Bedell, Root, Fogler and Lee being the ones to qualify. When it came to the final Fenn elected to team with John Bedell, but each of the other riders stood on his own individual merits. Undoubtedly Fenn would have fared much better had he not doubled up, as John Bedell

plainly lacked speed. Kramer outgeneralled Fenn and the other riders, and won the race, but not so easily as the one-length distance would make it appear.

To keen generalship and a quick jerky jump he learned in Paris Kramer can attribute his victory. The generalship came into play when the East Orange rider unwound a long sprint on the backstretch, which broke up any plans the others might have had. Fenn, at least, was not looking for any such procedure, for at the eighth pole he was lengths behind, with Kramer in the lead and on the pole, while Fenn was high up on the embankment. But Fenn was not beaten by any means. He gradually gained on the champion, and coming up the stretch he looked to be gaining at such a rate that there were many shouts of "Fenn wins! Kramer's beaten!" But Kramer knew his own book best, and when Fenn drew up alongside of him he executed a new trick, a trick the other riders will have to study well to overcome. Like a shot from a gun Kramer went away from Fenn three lengths at least, and a moment later he was across the tape a winner. But Fenn was going strong, and gained two lengths back before the finishing line was passed. Kramer's new Paris jump is accomplished by "pushing hard on the handle bars and pushing the bicycle instead of pedalling," according to one authority. Root and Fogler had a battle for third and fourth places, but the six-day champion managed to win out by a narrow margin.

The first heat in the quarter-mile amateur, with a flying start, went easily to Billington. Charles Sherwood, of the Pellet team, New York City, was second, and Otto Kretchner third. Time, 0:30 4-5. Henry Van den Dries, of the Tiger Wheelmen, New York City, showed his "cracking" good form in the second heat by beating out two such good sprinters as Edward Rupprecht and Jacob Magin. The former finished second, with Magin third. The time was 0:30 2-5. The third heat furnished an interesting struggle between Charles Franks and James Zanes. Franks won at the tape and Harry Davenport came in third. The time in this heat was 0:29 4-5. The finish of the final heat was exciting, Sherwood crossing the tape first in a blanket finish. Billington was second, with Van den Dries third. Time, 0:28 1-5.

In the one-mile handicap for the "simon pures" Sherwood was the lone scratch man. There was a false start in this event, and it was hard work to get "Ike" Lindsay, the little black man from New York, to stop. Sherwood, despite his fine efforts, found it impossible to overhaul the long markers, and the race was easily captured by Van den Dries in a pretty sprint. Walter Kluczek came in second, and Ferrari, of Newark, third.

Rupprecht was the man of the hour in the match team race, with him and Franks against Billington and Zanes. After the first heat, when Franks, who had been selected to do the sprinting, showed that he had gone stale and was beaten by Zanes, Rupprecht

went out and took the next two heats and the race. Billington essayed to do the pulling for his team, and he did it in rather an unusual manner. He carried Zanes to the front at the beginning of the bell lap and then dropped off on the first turn. With three-quarters of a lap to go Zanes had a difficult task before him, but he finally beat Franks out by inches. The second heat saw Franks setting a hot pace from the start and carrying Rupprecht, where he won with Zanes in a close finish. In the last heat all four riders finished close, and though Zanes made a great sprint in the homestretch, he was compelled to trail Rupprecht across the tape. The time of the heat was 1:20. The summaries follow:

Half-mile novice—First heat—C. Williams, first; John Brown, second; T. B. Furman, third. Time, 1:19 3-5. Second heat—A. Smith, first; H. Scott, second; William Canfield, third. Time, 1:13. Final heat—Furman, first; Scott, second; Brown, third. Time, 1:23 3-5.

Quarter-mile open, amateur—First heat—Teddy Billington, first; C. A. Sherwood, second; Otto Kretchner, third. Time, 0:30 4-5. Second heat—Henry Van den Dries, first; Edward Rupprecht, second; Jacob Magin, third. Time, 0:30 2-5. Third heat—Charles Franks, first; James Zanes, second; H. A. Davenport, third. Time, 0:29 4-5. Final heat—Sherwood, first; Billington, second; Van den Dries, third; Kretchner, fourth. Time, 0:28 1-5.

Half-mile open, professional—First heat—Joseph Fogler, first; E. F. Root, second. Time 1:26. Second heat—W. S. Fenn, first; John Bedell, second. Time, 1:41 1-5. Third heat—Frank Kramer, first; W. Lee, second. Final heat—Frank Kramer, first; W. S. Fenn, second; E. F. Root, third; Joseph Fogler, fourth. Time, 1:11 4-5.

One-mile handicap, amateur—Henry Van den Dries (80 yards), first; W. J. Kluczek (80 yards), second; Michael Ferrari (160 yards), third; W. Kafaleakos (140 yards), fourth. Time, 2:04 1-5.

Two-mile handicap, professional—W. S. Fenn (scratch), first; Oliver Dorlon (60 yards), second; E. F. Root (30 yards), third; Menus Bedell (60 yards), fourth. Time 4:12 2-5.

Team match race—First heat, one mile, won by James Zanes. Time, 3:18 2-5. Second heat, half mile, won by Edward Rupprecht. Time, 1:16 4-5. Final heat, half mile, won by Edward Rupprecht. Time, 1:20.

Prizes Unpaid at Denver.

Cycle racing will be a dead issue in Denver unless the management pays up all the prizes won at the meets at the new saucer so far this year, is the startling news that comes from the Colorado city. Complaints have been made to the officers of the National Cycling Association by the riders that the company owning the track have not paid the prizes. Anyway, the saucer has been closed for the present, but an effort is being made to settle the affair and to reopen the track in the fall.

Praise from the Police.

Washington, D. C., June 5th, 1905.

Eclipse Machine Company,
Elmira, N. Y.

Gentlemen--

It may be interesting for you to know what success I have been having with one of your 1905 model Morrow coaster brakes, so will take this opportunity of stating same.

I am a member of the Washington Bicycle Police Squad and have been riding a wheel for four years but not until last winter did I take any interest in a coaster brake. Several members of the bicycle squad had been using your brakes with such fine success that I decided to try one, so about the middle of last January had one applied to my wheel.

It has now been nearly five months that I have been using your brake and must say that to date it has not cost me a cent for repairs or adjustments and is today running smoother and easier than when first put on the wheel.

If I can at any time be of service to you and should you desire to use this letter as a recommendation you are at liberty to do so.

Wishing you and your brake continued success, I remain,

Very truly yours,

PMS-M.

ROBERT MORRIS.

McLEAN DEFEATS MCFARLAND

Californian's Hoodoo Prompts Chelsea Sprinter's Courtesy—Races at Revere.

Hugh McLean, the doughty sprinter of Chelsea, Mass., maintained his reputation as one of the fastest middle distance pace followers of this country at the Revere Beach saucer, Boston, Mass., last Saturday night, 22d inst., by trouncing Floyd McFarland in two fast ten-mile heats. "Long Mac" has just come East from Salt Lake City, where he had been working into shape after the long sea trip from Australia. This was his second appearance on an Eastern track this season, and, although he suffered defeat at the hands of the apparently invincible McLean, the lanky Californian was enthusiastically cheered time and again by the three thousand spectators for his clever riding.

In the first heat as pretty a piece of sportsmanship as has been witnessed in Boston for many moons cropped out. Both riders got away on a flying start from opposite sides of the track, Turville on the motor for McLean and Ruden pacing McFarland. At four miles the Chelsea rider had a lead of nearly a quarter lap, when McFarland's rear tire picked up a tack. McLean, on seeing his opponent in difficulties, dismounted and insisted that a restart be made, as he wanted to give his opponent an even chance. The unexpected generosity of McLean met with approval from the crowd and he was cheered for fully five minutes.

Both men started well in the second attempt, and the Chelsea rider was never headed, although at times McFarland gained a few yards only to lose them again. At the gun for the last mile the Californian was trailing by forty yards and mistook the gun for the finish. He realized his mistake almost instantly, and unwound a long sprint that brought the spectators to their feet. He could not cut down the distance, however, and McLean flashed over the tape by about fifty-five yards. The time was 14:40 3-5.

The second heat was more exciting than the first. Both riders tacked on behind their machines at the start. McLean tried desperately to pass McFarland at the four-mile post, but the latter heard the motor puffing and met the onslaught with a fierce sprint. The Californian then proceeded to do a little pace setting, and at six miles had cut down McLean's lead to less than twenty yards. The Californian's hoodoo then returned, and a punctured tire put him out of the running at a time when victory seemed his. McLean finished alone in 14:33 3-5.

The ten-mile match paced race was a peculiar one. Elmer L. Collins, an amateur hailing from Lynn, lined up against Samuel Sulkins, the professional Bostonian. While many believed Collins would make a good showing, not one person expected to see him win. He not only won, but forced Sulkins

to quit after three miles. Consequently the event was made five miles, and the Lynn amateur rode across the tape alone. His time was 8:07 2-5.

Twenty or more amateurs lined up for the ten-mile open, with lap prizes. Downey corralled four, McKinnon and D. Connolly two each and McDonald led once. The fast sprinting pulled the field down to seven riders—Downey, McKinnon, Drea, Coffey, McDonald, Howland and D. Connolly—at six miles. Matt Downey was leading at the end of the last mile, with McKinnon and Drea close behind. In the bell lap Drea made a herculean effort to steal the pole from Downey, but the latter held his position across the tape. Coffey was third. Time, 23:41 2-5. Summaries:

Ten-mile motor-paced match race between Hugh McLean, Chelsea, Mass., and Floyd McFarland, California—First heat won by McLean. Time by miles—1:28 1-5, 2:56 2-5, 4:24, 5:51 3-5, 7:19 3-5, 8:47, 10:13 2-5, 11:39 1-5, 13:06 1-5, 14:30 3-5. Second heat—Won by McLean. Punctured tire put McFarland out at eighth mile. Time by miles—1:28 2-5, 2:56 4-5, 4:24 2-5, 5:50 2-5, 7:19 2-5, 8:46 2-5, 10:12 1-5, 11:41 2-5, 13:12, 14:33 3-5.

Ten-mile motor-paced match race between Elmer Collins, Lynn, and Samuel Sulkins, Boston—Called off at five miles. Sulkins dropped out at three miles. Collins's time—8:07 2-5.

Ten-mile open, amateur—Matt Downey, first; Drea, second; Coffey, third. Time, 23:41 2-5. Mile prize winners—Downey (4), McKinnon (2), D. Connolly (2) and McDonald (1).

Why "Major" Taylor Is Retired.

"Major" Taylor, the negro sprinter, is out of the game for all time, according to his own statements. His retirement is not of the usual order. As will be recalled, he signed a contract last spring with Beyer and Coquelle, the French promoters, to ride a specified number of races in Europe this season against any riders the Parisian managers saw fit to pit against him.

When Taylor learned that Kramer was also going abroad there was a hitch at once. Taylor was taken ill—the doctor's certificate said so—and he stayed home. For this breach the French Cycling Association had the negro suspended, and asked the National Cycling Association to do the same. This was done last week, but now it appears that a certain promoter who claims New York City as his home is very anxious to have Taylor's suspension removed. The French promoters say they are willing to withdraw the charges against the negro sprinter if he will send them a check for \$1,000, which is about one-fifth the amount they claim they lost by Taylor's breach of contract. But Taylor says he doesn't care a rap, that he will not pay the thousand, and adds that he is through with bicycle racing forever. In view of these assertions, the solicitude of the New York promoter appears at least "passing strange."

WALTHOUR WINS AT ANTWERP

Captures Middle Distance Championship a Second Time—England's Amateurs Win.

Mail advices bring the result of only two "hall marked" world's championships decided at the International Cyclist Union meet at Antwerp on July 16, both being amateur events. The first was the one-kilometre (1,093 yards), with nine preliminary heats, three semi-finals and the final. Benyon, of England; Debongnies, of France; Girardy, of Belgium; Dellaferrera, of Italy; Holn, of Denmark; Mol, of Belgium; Avrillon, of France; Delage, of France, and Buck, of France, each won their heats and qualified for the semi-finals.

Benyon, Holn and Dellaferrera came together in the first semi-final, which resulted in a close finish between Benyon and Dellaferrera, the former winning out at the tape. Buck, Delage and Girardy finished in this order in the next heat. The third heat went to Debongnies, with Avrillon second. Mol was last.

The final heat, between Benyon, Buck and Debongnies, representing, respectively, England and France, was a "cracker," the Englishman winning out at the tape by a length from Buck.

The 100-kilometre (62.1 miles) amateur motor paced championship was also decided on the 16th. Leon Meredith, England, finished first in 1:30:45 1-5. Wilhelm Mest, who rode for Germany, was a bad second, Meredith beating him out by over two miles. Carremains, of Belgium, was third.

For the first time in the history of the I. C. U. a world's championship for motor-cycles figured on the programme, and the preliminary heats of the five-kilometre (3.1 miles) event were run off on the 16th. The machines were, of course, restricted to a weight of fifty kilograms (110 pounds). Oilslager, 6 horsepower Minerva; Pernetie, Buchet; Anzani, Buchet, and Coppin, Minerva, all qualified for the final heat. The fastest time was made by Pernetie, who travelled the distance in 3:08 2-5.

A cablegram from Antwerp, dated 24th inst., states that Walthour, of America, finished first in the 100-kilometre championship, which was decided on that day. His time was 1:18:54. Walthour won the same event last year in 1:33:57 3-5, when the championships were run in London.

North Tonawanda Cycle Path Neglected.

Cyclists of North Tonawanda, N. Y., and vicinity are complaining bitterly of the wretched condition into which the cycle path along the river road between Felton street, Bratwich, and the Ely trestle has been allowed to drift. No money has been spent on the path for repairs this year, and the ruts cut in it by heavy vehicles early in the spring are still in evidence, while weeds as high as a man cover the cluder course at points, making it almost impossible to ride there.

ON SALT LAKE'S SAUCER

Lawson's Latest Victory an Easy One— Hume Shines in Amateur Events.

It was Iver Lawson's night again at the Salt Lake saucer, Tuesday, 11th inst., and, in fact, according to advices from the Mormon City, it has become such a regular thing for the "Flying Swede" to land first money that the cashier of his bank marks it up to his credit in his deposit book before the race is run.

By actual count, more than 3,000 people saw the night's racing, and a good card was presented. The usual attempt to pocket the champion was made, but Lawson showed his ring generalship and was not caught napping. The two mile open lap professional was the interesting event, with Lawson holding the record for the distance, made on the Salt Lake saucer June 20, at 3:49 3-5. With Hollister, Bowler, Williams and several others of the professionals teaming against him, Lawson contented himself with bringing up the rear until the bell lap. Then he unwound his long sprint, and shooting down the steep incline, stole the pole from Hollister, who was leading. The champion rode across the tape sitting up. The timers gave a new record, 3:49. The summary tells the whole story of the night's work:

Half-mile handicap, professional—E. B. Heagren, first; E. E. Smith, second; J. P. Gunn, third. Time, 0:52 1-5.

Quarter-mile open, amateur—Fred West, first; S. H. Wilcox, second; C. P. Redman, third. Time, 0:30 1-5.

Two mile open, professional—Iver Lawson, first; C. J. Hollister, second; W. E. Samuelson, third; Saxon Williams, fourth. Time, 3:49. World's record. Lap prize winners:

Two mile open, tandem, amateur—Wilcox-McCormack, first; Castro-Redman, second; West-Tate, third. Time, 3:57 2-5.

Two mile open, tandem, professional—Samuelson-Hopper, first; Hollister-Williams, second. Distance, 2 miles. Time, 4:02.

Only sheer luck prevented an unauthorized killing at the Tuesday night meet at the Salt Lake saucer, 18th inst. T. M. Samuelson, E. B. Heagren, E. E. Smith and Earl Staley were the principals in the accident, which occurred in the five mile motor bicycle race. Heagren took the lead at the start and held it for a few laps, when Samuelson opened the throttle of his new two-cylinder machine and went by the former like a rocket. Just as Samuelson's machine flashed by the judge a sharp report was heard, Samuelson's front tire had blown up, and when he attempted to take the steep bank, both rider and machine slipped down the incline. Smith was close behind, and in giving his handlebars a quick turn to avoid running over the prostrate Samuelson, crashed into the latter's machine.

Smith rolled over two or three times, and

after extricating himself from his machine, started running around the track, yelling at the top of his voice, "I'll win anyway." Further examination disclosed the fact that he had been only momentarily dazed. Samuelson escaped with a few minor cuts and bruises. It was a miraculous escape, as the men were going at a 1:14 clip when the accident occurred. It is probable that the management will eliminate motor bicycle races on the track hereafter. The race was called off.

Outside of this spectacular portion of the night's entertainment, there was not much of interest, although Wilcox, the amateur, broke his own record for two miles in competition, covering the distance in 3:56 1-5. The previous record was made on the same track June 30, and stood at 4:04 2-5.

Emil Agraz was the unexpected star by his splendid sprinting in the unlimited team pursuit race. Leyland was Agraz's partner, but was forced to quit after a mile had been ridden. Agraz had the speed and passed Achorn and Heagren after sprinting three miles five and one-half laps. The time was 7:56.

Samuelson had an easy victory in the three mile open, falling in behind Hollister and being pulled along until it came time to sprint for the tape. Downing finished second and Walter Bardgett third. Hopper secured fourth place. Time, 5:59. Summaries:

Quarter-mile open, amateur—First heat—S. H. Wilcox, first; Fred Samuelson, second; Fred Schnell, third. Time, 0:31. Second heat—J. McCormack, first; Fred West, second. Time, 0:30 4-5. Third heat—J. H. Tate, first; C. P. Redman, second; Harry Wesier, third. Time, 0:31 1-5. Final heat—West, first; Wilcox, second; Castro, third. Time, 0:30 1-5.

Three mile open, professional—W. E. Samuelson, first; Hardy Downing, second; Walter Bardgett, third; N. C. Hopper, fourth. Time, 5:59. Lap prize winners—Radman (1), Leyland (1), Achorn (5), Agraz (5), Burris (3), Gunn (2), Hollister (4), Hopper (2).

Two mile handicap, amateur—S. H. Wilcox, first; J. B. Hume, second; C. P. Redman, third; C. George, fourth. Time, 3:56 1-5. Lap prize winners—Wilcox (1), Tate (2), Weiser (1), Lindgreen (2), Morgan (1), Larsen (2), Giles (4), Burns (3).

Unlimited team pursuit race, professional, Agraz-Leyland, first; Achorn-Heagren, second; Burris-Gunn, third. Distance, 3 miles 5 1-2 laps. Time, 7:56.

J. B. Hume, the boy sprinter from the University of Utah, was the hero at the Salt Lake saucer, 24th inst. There were three amateur events on the programme, and in each Hume beat out Wilcox by hard sprints at the tape. Hardy Downing finished first in the quarter-mile dash for professionals, with Emil Agraz second and Saxon Williams third. Time, 0:29 3-5.

Samuelson and Hopper had little difficulty in "downing" Hollister and Bowler in the mile tandem match race. The time was 1:40 2-5. Hollister surprised even his warm-

est admirers in the two mile handicap professional. Samuelson and Hollister were back markers, but soon secured positions in front. At the bell lap Hollister jumped into the lead and in a pretty sprint beat Samuelson to the tape. Agraz finished second, with Williams third and Achorn fourth. Samuelson was forced to the outside and left behind on the stretch. Summaries:

Half-mile open, amateur—J. B. Hume, first; S. H. Wilcox, second; Fred Castro, third. Time, 1:02 3-5.

Quarter-mile open, professional—Hardy Downing, first; Emil Agraz, second; Saxon Williams, third. Time, 0:29 3-5.

Three-quarter mile tandem match, professional, between Samuelson-Hopper and Hollister-Bowler. Won by Samuelson-Hopper. Time, 1:40 2-5.

Unlimited pursuit match, amateur, between J. B. Hume and S. H. Wilcox. Won by Hume. Distance, 2 miles, 7 laps, 30 yards. Time, 5:50 2-5.

Two mile handicap, professional—C. L. Hollister, first; Emil Agraz, second; Saxon Williams, third; J. E. Achorn, fourth. Time, not taken. Lap prize winners—Hollister (1), Williams (3), Turville (3), Agraz (3).

Two mile open, amateur—J. B. Hume, first; S. H. Wilcox, second; J. McCormack, third; Fred West, fourth. Time, 6:12 2-5.

McFarland has a Pet Scheme.

Floyd McFarland is still young enough to have ambitions. The particular pet scheme he now cherishes in his bosom is to get in with that New York six-day race promoter, who is always intensely interested in gate receipts, on somewhat the same basis as was the late "Jim" Kennedy. McFarland himself acknowledges it, although the Power that is seems reticent. Some time ago "Long Mac" was going to start a hotel in Australia, but the once famous racing man evidently prefers the climate, and incidentally the "long green," of New York to that of the Antipodes, all arguments to the contrary notwithstanding.

Lawrence Constables Getting Busy.

Lawrence, Long Island, witnessed stirring scenes on the evening of Friday, the 21st inst., when the local constabulary gathered into the fold a group of six cyclists who had been violating the local ordinances in the matter of riding on the sidewalks of the town or of riding after nightfall without lamps. Justice of the Peace Perkins fined each of the offenders the sum of \$1 and let them all go without further punishment, but it is understood that in the future all evildoers of this class will be dealt with to the full extent of the law.

Irish roads are the worst in the world, bar American, and America is run by Irishmen, observes the Irish Cyclist.

"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York. ***

RECORDS BROKEN AT OGDEN

Samuelson, Hume and Wilcox do the Clipping—Series of Lively Meets

One thing has been well illustrated in Ogden this season, and that is that people will turn out to witness bicycle racing if the meets are conducted in the right manner. There were a few who made the prediction at the beginning of the season that after one or two meets the novelty of the thing would wear off and the ever-fickle public would tire of cycle racing and seek other places for amusement. But it has been just the reverse. Each succeeding meet seems to draw a larger crowd, and just now it is becoming a serious question with the management how to seat the crowds if they continue to increase.

The grandstands and bleachers were crowded at the night meet of the new saucer on Monday, 10th inst. While no records were broken, the spectators witnessed some thrilling finishes. C. L. Hollister was the particular star, and beat out Iver Redman at the tape in the one-mile handicap by over a wheel's length. Hollister also shoved his wheel across the tape in the two-mile open, but was disqualified for teaming with Hopper. Hollister neglected to announce the combine before the start, and first place and money were given to Iver Lawson, who finished second.

S. H. Wilcox led the amateurs across the tape for first place in the quarter-mile open. Fred Castro was a close second, and C. P. Redman finished third. The time was 0:29 4-5. J. C. Farr crossed the tape first in the two-mile event for amateurs in 4:03. C. P. Redman finished second; J. B. Hume was third and E. M. Murphy fourth.

The three cornered five-mile motorcycle race between E. E. Smith, E. B. Heagren and T. M. Samuelson resulted in an easy victory for Smith, with Heagren second. The time was 6:46 2-5. Summaries:

Quarter-mile open, amateur—S. H. Wilcox, first; Fred Castro, second; C. P. Redman third; J. McCormick, fourth. Time, 0:29 4-5.

One-mile handicap, professional—C. L. Hollister, first; Iver Redman, second; Hardy Downing, third; Saxon Williams, fourth. Time, 1:52 2-5.

Two-mile handicap, amateur—J. C. Farr, first; C. P. Redman, second; J. B. Hume, third; E. M. Murphy, fourth. Time, 4:03.

Two-mile open, professional—Iver Lawson, first; W. E. Samuelson, second; Iver Redman, third. Time, 3:52 2-5. Hollister finished first, but was disqualified for illegal teaming.

Five-mile motorcycle, professional—E. E. Smith, first; E. B. Heagren, second; T. M. Samuelson, third. Time, 6:46 2-5.

Although the "13th" is generally considered to be an unlucky day, it proved the reverse for W. E. Samuelson, the "unpaced king," at the Ogden saucer. Samuelson has not been

doing much lately, which gave rise to the impression that he had gone stale, but he proved to the doubting Thomases on Thursday night that he is still in condition to ride with the leaders. The half-mile unpaced record against time was made on June 22, 1902, by Samuelson, and has stood unscathed ever since. The same rider carved a slice of 12.5 seconds from it at this meet, setting up new figures of 0:51 1-5.

One of the best sprint matches of the season was a half-mile affair, best two in three heats, between C. L. Hollister, of Salt Lake City, and Norman C. Hopper, of Minneapolis. The first heat was so close that some of Hopper's adherents stoutly claimed a dead heat, but the decision went to the Salt Lake City rider. The time was 1:01. In the second heat Hopper had the pole, and crossed the tape half a wheel's length ahead. Time, 1:00. Hollister won the race by leading across the tape by about a length in the final heat. Time, 1:01 4-5.

In an unlimited pursuit race between J. B. Hume and S. H. Wilcox the latter caught his opponent after riding 7 miles 3 laps. Time, 16:52. E. M. Murphy overhauled J. C. Farr at 2 miles 5 laps in the unlimited pursuit race for Ogden amateurs. Frank McGregor was third. Time, 5:53.

Hopper punctured his wheel in a tryout and borrowed one from one of the riders to compete in the quarter-mile open. He won handily in 0:29 2-5. Saxon Williams finished second and E. E. Smith third. Summaries:

Half-mile match between C. L. Hollister Salt Lake City, and Norman C. Hopper Minneapolis—First heat—Won by Hollister Time, 1:01. Second heat—Won by Hopper Time, 1:00. Final heat—Won by Hollister Time, 1:01 4-5.

Half mile unpaced against record of 0:52 3-5—W. E. Samuelson. Time, 0:51 1-5.

Unlimited pursuit race between J. B. Hume and S. H. Wilcox—Won by Wilcox. Distance, 7 miles 3 laps. Time, 16:52.

Quarter-mile open, professional—Norman C. Hopper, first; Saxon Williams, second; E. E. Smith, third. Time, 0:29 2-5.

Unlimited pursuit race—E. M. Murphy, first; J. C. Farr, second; Frank McGregor, third. Distance, 2 miles 5 laps. Time, 5:53.

One-mile motor-paced exhibition—Norman C. Hopper, Minneapolis. Time, 1:28 1-5.

Five-mile motor-paced, professional—Saxon Williams, first; Iver Redman, second. Time 8:10 2-5.

While no records were broken at the Ogden Utah saucer, Monday night, 17th inst., the meet was one of the most successful of the season, and the 5,000 spectators present attested to the fact by the unmeasured enthusiasm manifested throughout the evening, and particularly in the unlimited pursuit race, where the amateurs gave an exhibition of clever riding.

J. B. Hume, the speedy Salt Lake rider, started out with the winner's end apparently tucked away in his pocket, but E. M. Murphy, a local aspirant, went after him with an unexpected burst of speed, and it took all

the Salt Laker's cleverness to sprint across the tape first. C. P. Redman finished third and J. McCormack was fourth. Murphy had ridden two miles and two laps before Hume overhauled him. The time was 5:10.

T. M. Samuelson surprised the local contingent in the five-mile motorcycle race by coming on the track with a brand new two-cylinder machine, and needless to say, he had everything his own way. E. E. Smith finished second and E. B. Heagren crossed third. The latter man lost his belt in the second mile, but after slipping it on again finished the race, although he did not have a ghost of a chance of winning. The time was 6:31.

The two mile open lap for the money men went to C. L. Hollister, who got in one of his fastest sprints in the bell lap, beating out the rejuvenated Samuelson in a blanket finish. Saxon Williams and Hardy Downing followed, the former in the lead. This was one of the prettiest finishes of the evening, and a fair-sized umbrella would have covered all the riders at the tape. Time, 3:52 2-5. E. B. Heagren and J. E. Achorn won the greatest number of lap prizes, each placing four to his credit.

J. C. Farr crossed the tape first in the three-quarter mile open for the amateur championship of Weber county. E. M. Murphy was a close second and J. King followed third. Time, 1:35. J. McCormack cut down on the pole in the half-mile amateur open, and took the lead away from Hume, crossing the tape only six inches ahead. C. Marty trailed in third. Time, 1:05 4-5.

Samuelson crossed the tape half a length ahead of Smith in the quarter mile open for professionals. Hardy Downing finished third and Iver Redman fourth. The time was 0:29. Summaries:

Three-quarter mile amateur, for Weber county championship—J. C. Farr, first; E. M. Murphy, second; J. King, third. Time, 1:35.

Quarter-mile open, professional—W. E. Samuelson, first; E. E. Smith, second; Hardy Downing, third; Iver Redman, fourth. Time, 0:29.

Half-mile open, amateur—J. McCormack, first; J. B. Hume, second; C. Marty, third. Time, 1:05 4-5.

Two mile open, professional—C. L. Hollister, first; W. E. Samuelson, second; Saxon Williams, third; Hardy Downing, fourth. Time, 3:52 2-5. Lap prize winners—Heagren (4), Achorn (4), Bowler (3), Burris (3), Agiaz (3).

Unlimited pursuit, amateur—J. B. Hume, first; E. M. Murphy, second; C. P. Redman, third; J. McCormack, fourth. Time, 5:10. Distance, 2 miles 2 laps.

Five mile open, motorcycles, professional—T. M. Samuelson, first; E. E. Smith, second; E. B. Heagren, third. Time, 6:31.

Two world's records went by the board at the Ogden saucer, Thursday night, 20th inst., both in amateur events. J. B. Hume displayed the qualities of a champion by riding one mile unpaced against time in 2:30 2-5, clipping two and one-fifth seconds from the

record. It was made by Wahrenberger, in New York City, August 10, 1899, in 2:02 3-5.

S. H. Wilcox added another record to his already long string by sprinting three-quarters of a mile unpaced, against time, in 1:32 3-5. The former record of 1:37 was made by B. F. Stowe, at Springfield, Mass., Aug. 24, 1894.

The other events were interesting. W. E. Samuelson finished first in the half-mile open for professionals by sprinting away from Hollister on the stretch. The time was 0:58 4-5. Samuelson and Williams made an unsuccessful attempt to break the tandem record of 1:43 4-5. Their time was 1:45 2-5. Heagren won the five-mile motorbicycle race with Samuelson, in 6:46. Summaries:

Half-mile match, professional, between James Bowler and Saxon Williams—First heat won by Bowler. Time, 1:00 2-5. Second heat won by Bowler. Time, 1:01 3-5.

Quarter-mile, open, amateur—E. M. Murphy, first; J. King, second; C. Hulmstrom, third. Time, 0:31.

One mile exhibition by J. B. Hume against amateur unpaced record of 2:02 3-5. Time, 2:00 3-5.

Half-mile open, professional—W. E. Samuelson, first; C. L. Hollister, second; Saxon Williams, third; James Bowler, fourth. Time, 0:58 4-5.

Unpaced tandem exhibition by Samuelson-Williamson against record of 1:43 4-5. Time, 1:45 2-5.

Three-quarter mile exhibition by S. H. Wilcox against amateur record of 1:37. Time, 1:32 3-5.

Five-mile motor bicycle match race between T. M. Samuelson and E. B. Heagren. Won by Heagren. Time, 6:46.

From present indications it seems ordained that all short distance records will be cracked on the new Western saucers before the season closes. Friday night, 21st inst., on the Ogden saucer once more, W. E. Samuelson, who seems to have recently acquired new vigor, cut a slice out of his own record of 2:01 3-5 seconds for the his own record of 2:43 3-5 seconds for the unpaced quarter against time. Samuelson started out slowly, but almost immediately took on a sprint that must have even surprised himself. The stop watches showed that a new record had been made, 24 seconds.

In the final of the half-mile open professional an exhibition of acrobatic work took place. Four times the riders attempted to start, but got away on the wrong foot, evidently, as they heaped up in a bunch on the "get away" with such regularity that the officials finally grew weary and sent them off on the fifth start, notwithstanding the fact that four of the fastest riders on the track were piled up about ten yards in front of the thirty-foot mark. According to the rules, if any mishap takes place inside that limit the races shall be started over again. This fact was overlooked a couple of times, out of the officials' natural enlargement of the

heart, but it finally got too strong and the men were sent away regardless, Hollister getting into the first money, with Bowler second. After a short controversy between the riders and officials Bardgett was given third place. Smith and Burris were disqualified for going to sleep on their wheels. The summary follows:

Three-quarter mile handicap, amateur—C. Marty, first; Fred Castro, second; Oscar Goerke, third. Time, 1:27 2-5.

Half-mile open, professional—C. L. Hollister, first; James Bowler, second; Walter Bardgett, third. Time, 1:01 1-5. Burris and Smith disqualified.

Quarter-mile unpaced exhibition, professional, by W. E. Samuelson, against record of 0:24 3-5. Time, 0:24.

One mile open, tandem, amateur—Wilcox-McCormack, first; Castro-Redman, second; Tate-West, third. Time, 1:20 2-5.

Five-mile open, professional—W. E. Samuelson, first; Saxon Williams, second; C. L. Hollister, third; James Bowler, fourth. Time, 10:18. Lap prize winners—Heagren (2), Hollister (8), Williams (1), Burris (3), Samuelson (1), Smith (4), Agraz (4), Achorn (6), Redman (6).

Two thousand people witnessed an interesting card of events at the Ogden saucer, Monday night, July 24. An accident in the two mile amateur event lost the race for E. M. Murphy. This rider was leading when the bunch rounded the last turn into the stretch, when another rider cut into him, and both men went down with a crash. Redman, Farr and Morgan were close behind, but managed to clear the debris, the men crossing the tape in the order named. The time was 4:12 2-5. The summary of the other events follows:

Half-mile match, professional, between J. P. Gunn, Butte, Mont., and McGregor, Ogden, Utah—First heat won by Gunn. Time, 1:03. Second heat won by Gunn. Time, 1:05 2-5.

Unlimited pursuit race, match, amateur, between Samuelson-Redman and Murphy-Farr. Won by Murphy-Farr. Distance, 2 miles 73-4 laps. Time, 5:26.

Two mile open, amateur—C. P. Redman, first; J. C. Farr, second; J. Morgan, third. Time, 4:12 2-5.

How the Dog Paced the Cycle.

Dog stories in connection with cycling apparently partake of the nature of fishermen's tales, but of all the weird specimens which have come to light in print in the last decade the following related by a cyclist takes the cake: He was riding on a dark night without a light. His road lay beside a lake overhung by trees, and when passing over a particularly inky patch the machine suddenly slowed down as if the brake had been applied, and at the same time he felt as if the steering was being interfered with. He pushed on, however, and coming to a very open space, discovered to his amazement the cause of the check. According to his story, he had run into the hind quarters of a large dog which was trotting along in the same direction, and whose progress he no doubt assisted.

THE "CLIMB TO THE CLOUDS"

Motorcyclists' Work Proves More Remarkable than First Accounts Made Appear.

When Oscar Hedstrom, of the Springfield (Mass.) Indian "tribe," was in New York on Saturday last he shed some additional light on the sensational performances of the motor bicycles in the Mount Washington hill climbing contest, in which Stanley T. Kellogg, with a 3½ horsepower machine, made the eight-mile ascent in 20:59 1-5, but four-fifths of a second slower than the time made by the record breaking 60 horsepower Napier racing car that figured as the winner.

"None of the newspaper reports sent out from Mount Washington did the motor bicycle full justice," said Hedstrom. "They all took particular pains to tell how the Napier lost a minute or so for some reason or other, but none said a word about how Kellogg stopped on the hill and lost just as much time. His friction sprocket was too loose and kept slipping, and he had to dismount to tighten it. There are witnesses who saw him do it. As the Napier had been given permission to make a second trial (the permission was withdrawn later because of an offence committed by the driver), Kellogg also was given the same permission. On the second trial he reached the Half-Way House in 9:15, and was away inside the Napier's record when on the fifth mile a puncture put him out of the running. With a little practice to familiarize himself with the turns and grades I am confident Kellogg can make the climb in 18 minutes. When I made my trial in 22:42 my friction sprocket was slipping on all the steeper grades. I had no wrench with which to tighten it, and had to get along as best I could.

"How does it feel to get so high up in the world?" said Hedstrom in reply to a leading question. "No one can appreciate what it means unless he has tried to speed up Mount Washington. Ever see that road. No? Then there's not much use trying to describe it. But look at these hands"—extending a swollen and calloused pair as he spoke—"they'll help tell the story. You have to hang on to the bars like grim death and keep your eyes wide open every foot of the way. The road is full of loose stones or pieces of stone, and every one of them invites a spill. Three hundred and sixty-five 'thank ye, ma'ams'? Is that all there is on that road? I didn't count 'em, but I can tell you it felt more like there was one every second yard; it seemed as if we only touched the high spots and bounded from one to another all the way up. We were in the air half the time."

Due to a change in the binding and a consequent reduction in price by the publishers, The Bicycling World Company is able to announce the halving of the price of "Motorcycles and How to Manage Them." Formerly \$1, it is now to be had for 50 cents per copy. This useful little book of 141 pages, now in its eighth edition, has been considerably revised and is really better value than ever before.

ONE HUNDRED IN ROAD RACE

Joseph Dietz Wins Milwaukee Dealers' Event a Second Time Within the Year.

Over five thousand persons saw Joseph Dietz, with a handicap of 4 minutes, sprint over the tape first in the third road race of the Milwaukee (Wis.) Cycle Dealers' Association on Sunday morning, 16th inst., for the second time within a year. Ewald Porsch, with a handicap of 8 minutes, finished second, and Charles Welch, with 7½ minutes crossed the tape third.

The time made was fast, considering the sweltering heat and the wretched condition of the course, some parts of which were ankle deep in dust and some parts muddy. The strong wind, which blew from the west, although it helped the riders on the way out had just the opposite effect on the run home.

The race was run over the famous Lovers' Lane course, twelve and one-half miles. Over one hundred starters served to make the race one of the most interesting that has been held in Wisconsin for several years past, and another will probably be held in the fall.

Dietz, the winner, started out with the four-minute bunch, and before many miles had been covered was well up with the leaders. At about 11 o'clock, after the waiting crowd had been disappointed by several false alarms, Dietz came over the top of Undertakers' Hill and led down the asphalt pavement to the ribbon. Fifty yards behind him came Porsch, an eight-minute man, who appeared to be on the verge of collapse. Charles Welch was third, and had nearly overhauled Porsch at the tape. The next two men to finish, Paul Valentine and William Blum, furnished the most exciting brush of the day. They rode over the top of the hill together and came down the stretch neck and neck. Man proved the better sprinter, however, and led across the tape by about one foot.

Herman Hultgren, of Chicago, furnished the surprise of the day by defeating John Dietz, the crack Milwaukee scratch man, for the time prize, although he did not approach Dietz's record for the course. Hultgren's time for the distance was 32:21, while Dietz, who finished second in this class, made the course in 33:01. "Farmer" Blum, of Chicago, was third, in 33:45. The record for the twelve and one-half miles is 30:00.

The usual number of spills occurred, but beyond a few scratches none of the riders were injured. Frank Knebel, a nine-minute man, punctured his rear tire two miles out, but gamely stuck and finished. The summary:

Pos.	Name.	H'e'p.	Net time.
		m.s.	m.s.
1.	Joseph Dietz	4:00	31:32
2.	Ewald Porsch	8:00	38:53
3.	Charles Welch	7:30	38:53
4.	W. J. Man	4:00	35:01
5.	Paul Valentine	4:30	35:31
6.	Henry Stenzel	3:30	34:35
7.	W. J. Cole	5:30	36:41
8.	C. Gruetzner	7:30	39:13

9.	Oscar Koepp	2:30	34:44
10.	Henry Mueller	9:00	41:15
11.	Herman Hultgren	scratch	32:31
12.	Earl Harlow	2:30	35:02
13.	P. W. Schmitz	3:30	36:03
14.	Anton Hollanda	5:00	37:34
15.	Anton Halar	8:30	41:20
16.	Frank Stengel	8:30	41:23
17.	John Dietz	scratch	33:01
18.	Harold Reagan	5:30	38:32
19.	Michael Flynn	8:30	41:15
20.	August Werner	6:30	39:55
21.	Albert Baerwald	5:30	39:00
22.	Emil Gerke	7:00	41:31
23.	V. J. Konsalik	3:00	36:32
24.	H. C. Schwarden	4:30	38:08
25.	Gus Knaack	5:00	38:40
26.	William Blum	scratch	33:45

Others to finish were: 27, Ed Schmidt (3:30), 37:20; 28, Arthur Frenz (9:00), 42:54; 29, David Quabius (6:00), 39:58; 30, Ed Clay (3:00), 37:03; 31, Ed Clasen (8:00), 42:04; 32, Charles Walter (8:00), 42:15; 33, Ira Falconer (6:00), 40:17; 34, Arthur Moeller (8:30), 42:50; 35, Allen Guenther (6:00), 40:35; 36, Sig. Holsom (1:30), 36:18; 37, Truman Curtis (5:00), 39:56; 38, William Stelzner (4:30), 39:48; 39, Edgar Fink (6:00), 41:48; 40, Harvey Varley, (6:00), 42:19; 41, George Schmidt (5:00), 41:20; 42, E. J. Magnusen (3:00), 39:22; 43, Charles Banisch (7:30), 44:24; 44, David Goesman (5:30), 39:45.

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42:25; 45, Richard Anderson (4:00), 39:18; 46, Joseph Misagel (2:00), 39:33; 47, Charles Paulick (2:00), 39:35; 48, C. L. Ferlinhaber (5:30), 43:02; 49, Louis Youngbeck (9:00), 46:39; 50, Joseph Klopeck (5:00), 42:41; 51, G. Schemmer (6:00), 43:43; 52, Charles Bartel (3:00), 40:45; 53, John Merz (5:30), 43:17; 54, John A. Clark (2:30), 40:19; 55, Frank Knebel (9:00), 46:51; 56, Otto Drage (8:30), 46:23; 57, George H. Bruss (6:30), 44:25; 58, Henry J. Schmitz (7:00), 44:57; 59, Rene Hucneckins (8:30), 46:29; 60, William Merz (5:30), 43:31.

Time prize winners—Herman Hultgren, Chicago (scratch), 32:31; John Dietz, Milwaukee (scratch), 33:01; William Blum, Chicago (scratch), 33:45.

Chubbuck Wins 15-Mile Motor Race.

Three thousand spectators witnessed the race meet of the Detroit Wheelmen at Recreation Park, Detroit, Mich., Sunday, July 16. The fifteen-mile motorcycle race was the feature of the card. Samuel J. Chubbuck, of Toledo (Yale-California), crossed the tape first, with E. B. Chadman, of Detroit, a close second. A. B. Coffman, of Toledo, finished third. The time was 26:36 4-5. Walter Bryden, of Detroit, scored a "double header" by running away with the one and two mile open bicycle events. His time for the one mile was 2:32, and in the second event 4:35. R. Bagnell finished first in the half-mile novice, his time being 1:13. The five-mile event was taken by L. Padfield. Miller finished second, with Bagnell third. The time was 10:18.

MOTORCYCLES WON HONORS

Automobiles Eclipsed at the Ostend Meeting—Cissac's Sensational Performance

Motor bicycles cut a prominent figure in this year's Ostend (Belgium) meeting. The week usually is associated with sensational performances, and the lowering of previous records as the Snaeserke course, which it is held, is admittedly a very fast one and has several world's records to its credit. The 1905 meet, which was held during the week opening the 11th inst., was no exception to the rule, and the motorcycles shone by comparison with their higher powered and far more weighty rivals, the motor cars, both in speed and ease of control.

The meet was opened with the flying kilometre trials, a departure from previous practice being inaugurated, in that the time of the contestant was not, as formerly, that made in a single spurt for the distance, but the average of two runs, the straightaway to Ostend from the Snaeserke Bridge and return. While the spectators were prepared from past experience to see motor car records equalled, if not surpassed, by the riders of the smaller vehicles, yet no one looked for such a sensational performance as was made by Cissac on the double cylinder, lightweight Peugeot in knocking a whole second off the very recently established world's record of 29 1-5 seconds for the distance, made by Lanfranchi at Dourdan. Cissac's time of 28 1-5 seconds for the flying kilometre figures out an average of 80 miles an hour, and what this means on a machine tipping the scales at very slightly over 100 pounds may be imagined. This was conceded on all hands to be the star performance of the day.

On the following day, Tuesday, two events were run off, a ten kilometres trial from a standing start for racing cars and motorcycles, and in this the latter also showed up very favorably. Indeed, Guippone's time of 5:09 3-5 was the second best for all classes over this course and represents an average speed of 73 miles an hour. A motorcycle also carried off second honors regardless of the rank of competitors, in the touring competition. This was a Sarolea, ridden by Rigaux, which covered 5 kilometres in 3:17.

On Thursday, which was set aside especially for the standing mile trials, the motorcycle held the center of attention, Guippone not alone scoring a victory, but shattering two world's records at the same time. First of all Cissac's newly created figures of 28 1-5 seconds made on the same machine earlier in the week, were reduced to 27 1-5, equal to a speed of nearly 83 miles an hour, and secondly the full mile from a standing start was covered in 55 3-5 seconds, a cut of 3 4-5 seconds.

"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 151 Nassau Street, New York. ***

Here is a Valuable New Material.

Mechanical advances are of two distinct kinds. First, there is the more striking and common form of advance, consisting in novel and improved construction, and to it all praise is due. The other kind of advance, however, is equally worthy of commendation, though of a less obtrusive nature; we refer to advances in quality and form of material. The bicycle of to-day could not have been made commercially fifty years ago, not because it is too intricate, but simply because the materials of which it is built were not then procurable.

Every step that brings a new or improved material within reach of the manufacturer

provides a new opening for progress in the arts and for trade. There are doubtless many materials having very valuable properties, but not known outside of the laboratories, simply because they cannot be produced in quantities and at prices that bring them within the pale of the practicable. How many of our readers have heard, for example, of tantalum? And yet this metal is, when hot, as ductile as gold and can be rolled into sheets and drawn into wire of finest gauges. At the same time, when cold, tantalum is so hard that it is practically impervious to even the diamond drill.

There should be great possibilities, in the way of tools and bearings, in this metal. It

has two other useful features. Like aluminum, when placed opposite an electrode of platinum, tantalum passes only one phase of an alternating electric current, and thus serves to rectify the same. Again, it is proof against most acids, even the strongest; but if the tantalum be placed in contact with platinum it will dissolve readily in hydrofluoric acid.

Surely a metal was never better named; it was tantalizing indeed to know its capabilities and yet not be able to produce it commercially. Now Dr. Werner von Bolton, of Siemens & Halske, has succeeded in obtaining it by both electrical and chemical processes. The principal question now is, Will there be enough of it to meet the demand? —(Zeitschrift für Elektrochemie.



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They had a fine illustration of

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at the F. A. M.-New York Motorcycle Club's race meet in Brooklyn, N. Y., July 22d. Only two stock 1¾ h.p. Thoroughbreds were entered but

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was their portion, and the fourth prize represents the defeat of every machine save the big two-cylinder affairs.

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JERSEY'S WORST ROAD

It is in Bergen and Hudson Counties and Has an Interesting History.

"If anybody should ever ask you to name the worst road in New Jersey," thoughtfully observed the Historian at the annual monthly meeting of the Tourists' Club after the regular routine of business had been disposed of and the members had become remniscent, "just say that, while you do not wish to compromise yourself, you think it will be a hard matter to find a worse one than that which separates Bergen from Hudson County, at the east end of the Belleville bridge. It is called Belleville avenue, and runs over the ridge between the Passaic River and the Hackensack Meadows.

"The road belongs partly to Hudson County, partly to Bergen County and apparently to the East Jersey Water Co., but everybody has neglected it for many years, and its condition at the present time beggars description.

"The history of this old road is rather interesting. It was a continuation of the Schuyler road across the meadows, joining the turnpike road at Sandford's crossing. Colonel John Schuyler built the road across the meadows at his own expense in 1755 to facilitate hauling copper ore from the Schuyler mines opened by his father, Arent Schuyler. The road ran through a cedar swamp, and was a corduroy causeway, constructed of cedar logs for a distance of three miles through the swamp and salt meadows, with several bridges over creeks.

"It cost Colonel Schuyler over \$15,000, and in 1772 an act was passed to which was a preamble stating that the road was in danger of being destroyed by fire unless covered with gravel. This improvement would cost £1,050, an additional expense too great to be borne by Colonel Schuyler alone. The act authorized six commissioners to hold a lottery, the money to be turned over to Josiah Hornblower, William Dow and Arent H. Schuyler to be applied to covering the causeway with earth or gravel.

"Authority was given in 1794 to build the bridge at Belleville, and the bridge was completed two years later, together with the road from Schuyler's Corners, on the Lodi road, to the Passaic river. It was provided that the expense of keeping the swamp causeway should be met by the owners of the Belleville bridge.

"About this time General John Doughty, Colonial Elias Cook and John Blanchard laid out the road between Belleville bridge and Schuyler's place to a width of four rods. In 1802 the bridge and road company was incorporated under the name of the Belleville Bridge & Turnpike Association. Josiah Hornblower was one of the directors. He was an English engineer imported by Arent Schuyler to run the copper mines, and came to this country in 1753 with the first steam engine ever used in this country.

"The engine and the works at the copper

mines were destroyed by fire in 1772, and the mine has been worked only in a desultory or speculative manner since. The old road across the meadows is almost impassable, and the road over the hill to the Passaic River has been neglected, except the part between Schuyler avenue and Kearny avenue, in Arlington and North Arlington.

"I rode over to the old copper mines last week on my wheel to see what was going on. I found a gang of men hauling foundation stones from one of the old workings, which has been unroofed and turned into a quarry. The dirt and debris from this quarry were being dumped over the high bank to the edge of the meadows, where a steam shovel was loading trains of dump cars on a contractor's railroad. Three little locomotives were puffing along with the trains of dirt, which was being used in continuing the work begun by Colonel Schuyler one hundred and fifty years ago.

"The work of rebuilding the Belleville turnpike to Schuyler avenue is solely a Hudson County job. It was begun several years ago by a contractor who failed, and the work is now being prosecuted with exasperating slowness by another contracting firm. Down by Sanford's crossing the firm has made a pretty hard piece of road, and probably the entire highway will be finished some time in the next century. According to my way of thinking, this heavy earth and rock are not the right material to build a meadow road. It is all bound to sink in a few years in the old swamp and leave the road as bad as ever."

Tack Strewers Operate in Camden.

There is likely to be "something doing" in good old Camden, N. J. It is alleged that persons opposed to automobiles and bicycles speeding past their doors on Kaighn avenue have made several attempts to damage the tires of machines by strewing large carpet tacks in generous quantities on the asphalt near Eighth and Ninth streets.

The discovery was made by Charles Ewan, whose bicycle came to a sudden stop one day last week in turning into Mount Ephraim avenue. Examination disclosed the fact that his front tire had picked up seven big tacks. Ewan set his wheel against the curb and picked up two large handfuls of the tire destroyers. The cyclist is a member of the Central Yacht Club, and was on his way to Atlantic City at the time of the accident. To say that he was mildly indignant is placing it mildly. Turning to a woman who was at work in front of her home he said:

"Who put these tacks in the street?"

"I don't know," replied the woman as she continued at work.

"Whoever is responsible ought to be arrested," said the cyclist.

"And the automobiles and bicycles that speed by here ought to be wrecked," hotly replied the woman; "and if I can I'll help to do it, too."

Further investigation showed that the tacks had been distributed for a distance of nearly a square on Kaighn avenue and in the dust on Mount Ephraim avenue. The attention of the cycling clubs has been called to the matter, and a committee will be appointed to act in conjunction with a committee of automobilists to see that those responsible for the attempt to ruin the tires of automobiles and bicycles are brought to justice.

Electrifying

is about the only word that begins to describe the work of the



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on July 18th.

On a Two-cylinder Indian

Stanley T. Kellogg went up in **20:59 1-5**

away inside all previous records and **but four-fifths of a second slower than the record-breaking ascent made by the fastest automobile—a 60 h.p. racing car;**

Oscar Hedstrom went up in **22:42**

also a record smashing ascent.

On a Single Cylinder Indian

Kellogg scaled the rough eight mile mountain in . . . **26:24**

Compare Those Times

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Motor Bicycle	34:11 3-5
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Springfield, Mass.

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15 cents per line of seven words, cash with order.

INDIAN Motorcycles, grip controls, compensating sprockets, \$125, \$140, \$150; 1904 Rambler, new, spring fork, \$175; Mitchell, 4 h. p., \$90. Batteries and parts for Indian, Rambler, Warwick Motorcycles. We make a specialty of rebushing engines and reboring cylinders. F. A. BAKER & CO., 1080-82 Bedford Ave., Brooklyn; 20 Warren St., New York.

WANTED—Second-hand Indian Motorcycles; I also want the trade of motorcyclists everywhere for supplies, ammeters, hydrometers, stands, spark plugs, belt hooks, chain links, batteries and everything else. F. B. WIDMAYER, Motorcyclists Supply House, 2312 Broadway, New York.

INDIAN motorcycle, cushion fork, grip control, etc., \$125.00. Rambler 1904, new, \$150.00. Complete stock of parts on hand. First-class facilities for reliable repairing on all kinds of motorcycles. **TIGER CYCLE WORKS**, 782 Eighth Ave., New York.

COLUMBIA motorcycle for sale or exchange for cheaper make. I want money; make offers. BOX 192, Winsted, Ct.

FOR SALE—100 good, sound second hand ladies' frames, complete with hanger, forks and head fittings, ready to set up or suitable to cut down to boy's, girl's or men's, 75c. each for 10 or over. Gent's frames and bicycles complete, all second-hand, cheap. **WM. McDOUGALD**, 357 N. State St., Chicago, Ill.

FOR SALE—Merkel Motorcycle at less than half price. A rare bargain for someone. We took it in trade toward an automobile. **THE STARIN COMPANY**, North Tonawanda, N. Y.

FOR SALE—GENUINE BARGAIN Four horsepower Orient WITH CHAIN DRIVE; is in first-class condition; has 2 1/4 inch G & J tires, almost new; steel rims, storage battery, seven quart gasoline tank. It is not a freak machine, having been built at the Orient factory. Price \$130 and better value was never offered. **W. E. FLEMING**, 125 Bradford St., Brooklyn, N. Y.

CATALOGUE.

Thor Motor and Parts for Motorcycle and Hubs and Parts for Bicycle on application.

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CARRY A COMPLETE STOCK OF
BICYCLES, TIRES, SUNDRIES
CAREFUL ATTENTION PAID TO
PROMPT SHIPMENT.

The Week's Patents.

794,372. Pneumatic Tire. David J. May, Detroit, Mich. Filed January 3, 1905. Serial No. 239,289.

Claim.—1. In a pneumatic tire, an outer casing adapted to open and close at its outer periphery, an apron projecting from one face of the open portion and adapted to overlap and engage under the edge of the opposite facing, a band extending around the outer periphery of the tire and across the open face thereof, and having depending from the central portion of its inner side a longitudinally-extending part adapted to engage in a recessed portion of the outer casing between the adjacent edges, and means extending transversely through said casing and said depending portion of the band and parallel to the wearing-surface of the band for holding the edges closed against said depending portion, and for causing a close engagement of said band against the casing, substantially as described.

794,528. Pneumatic Tire. John W. Meixell, Lewisburg, Pa. Filed January 9, 1905. Serial No. 240,247.

Claim.—1. The combination, of a tire of the class described, provided at opposite sides of its base with oppositely-flared portions and at intervals provided with transverse bolt-holes, and a wheel having a rim approximating the width of the tire and supporting the same and having one edge bent

to form a flange conforming to the shape of the base of the tire and provided at intervals with bolt-holes coincident with those of the tire, a locking-ring arranged upon the opposite flared portion of the base of the tire and substantially conforming thereto and having its outer side provided with an angular shoulder or groove, bolts located in the bolt-holes of such tire and rim and terminating at one end in a right-angularly-disposed head provided with an engaging finger for taking over the shoulder of the locking-ring, and nuts for the opposite ends of the bolts.

794,926. Exhaust Muffler. Benjamin Crawford, Auckland, New Zealand. Filed May 4, 1903. Serial No. 155,565.

Claim.—An exhaust muffler, comprising a pair of parallel plates and a spirally arranged wall or plate extending between said plates and forming a continuous spiral passage extending from the outer edge to the centre, and an exhaust pipe connected to the outer end of said channel, said parallel plates having openings leading from the channel to the outside air except at the inner end of the channel whereby a cushion at said inner end is formed, substantially as described.

794,938. Carburetter. George Houllon, Reims, France. Filed September 2, 1903. Serial No. 171,597.

Claim.—1. A carburetter, comprising an outer chamber, an inlet pipe for air or gas at the lower end of said chamber, an outlet pipe at the upper end of said chamber, a number of superimposed evaporating sheets of textile material placed in said chambers, channels in which the evaporating sheets of textile material dip by their extremities and means for feeding a number of the evaporating sheets of textile material with a given liquid or hydrocarbon and the other evaporating sheets of textile material with another liquid or hydrocarbon, substantially as described and for the purpose set forth.

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Metal Stamping
and
Cold Forging.**

Automobile, Bicycle and Carriage Fittings.

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THE DIAMOND RUBBER CO.,
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FROM
SHEET METAL
THE CROSBY CO., - Buffalo, N. Y.



The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LI.

New York, U. S. A., Saturday, August 5, 1905.

No. 19

RIGHT IN A NAME DENIED

Peculiar Conditions Attending the Use of a Trademark—Injunction Refused.

Justice Kenefick, in Special Term, on Monday, 24th inst., refused to grant an injunction to George H. Houck, a Tonawanda (N. Y.) dealer, which would restrain another dealer named Hermann Zebuliski from using a name plate on which the word "Echo" appears conspicuously. Houck claims to have originated a name plate, "George H. Houck, ECHO, Tonawanda, N. Y.," which he has been using on all wheels made for him by a Buffalo company.

There were several wheels left in the factory of the Buffalo maker, and as it was late in the season Houck did not want them shipped to him, and, according to the affidavit, instructed the makers to get rid of them in any way practicable. The manufacturers sold the machines to Zebuliski and then litigation began.

Georges Baujard Succeeds Fournier.

Finding that the growth of their business in leather findings will no longer permit of their giving proper attention to their cycle and other interests, Felix Fournier & Knopf, of Paris, who were the largest handlers of American cycle goods in France, have disposed of the latter interests to Georges Baujard, who will continue the business at 103 Rue Lafayette. Accompanied by Mr. Fournier, Mr. Baujard will sail for this country on August 19th, to make the acquaintance of the American trade. While here he will make his headquarters at 20 Spruce St., New York. The Fournier firm handled the Pope line of bicycles, also Eagles and Dayton; they also sold the Standard two-speed coaster brake, Star and Bridgeport pedals and Kelly handlebars.

Goodrich Adds Five Millions.

The B. F. Goodrich Co., Akron, Ohio, has filed with the Secretary of that State a certificate of increase of capital stock from \$5,000,000 to \$10,000,000. The additional shares have been all taken by the former shareholders of the company. The increase has been made necessary partly by the growth

of the regular business of the company and partly by their establishment of a boot and shoe department.

Webster to Go Far West.

Ralph D. Webster, secretary of the Eclipse Machine Co., Elmira, N. Y., leaves on Monday for an ambitious swing around the Pacific Coast circle, in the interests of the Morrow coaster brake, of course. He will be accompanied by Mrs. Webster, and will mingle sightseeing with business, but no market of importance will escape him. The centres of Colorado, Utah, California and Washington are all on his itinerary. He will be absent about two months.

"Melon" for Hartford Rubber Employees.

So gratifying was the situation disclosed at the annual meeting of the Hartford Rubber Works Co. last week that a "melon," not of the common kind, was sliced and apportioned, not among the shareholders, but among the branch managers and travelling representatives. The "slices" ranged from \$2,000 to \$250, according to the volume of increased business shown in the respective territories of the men concerned.

Seabrook Comes to Buy.

Percy B. H. Seabrook, of the London house of Seabrook Bros., is due in New York today. He is seeking the representation of American manufacturers who are reaching out for business in Great Britain or in the Continental Europe or colonial markets in which his firm maintains a staff of travellers. While here Mr. Seabrook will make his headquarters at the Astor House.

Williams Buys Jobbing Business.

The E. A. Williams Co., Minneapolis, Minn., has purchased the Minneapolis branch of the Beckley-Ralston Co., and will continue the jobbing business at the old address, 116 Sixth street, South. The Williams Co. will also maintain its retail and repair establishment at 508 Central avenue.

Muskegon Motor Co. Incorporated

The Muskegon Motor Co., Muskegon, Mich., has been incorporated with \$5,000 capital to deal in automobiles, bicycles, motorcycles, etc. Dr. C. J. Dove is the president of the concern; Milo Pray, secretary-treasurer, and William Stover, Percy Anderson and Alphonse Gaynon, directors.

EPHRAIM'S EASY CREDITORS

Full of Sympathy, they Accept 35 Cents and a "Closing Out" Sale Follows.

Lee Ephraim has found a better game than that which he alleges he "bucked" at Monte Carlo and at which he told a court of justice he dropped a fat wad of borrowed money.

Lee is, of course, the same who proved the more interesting of the two brothers who comprised the jobbing firm of Ephraim Bros., Buffalo, N. Y., which failed for a modest \$55,000. The failure was such a "beautiful failure" that the many creditors—there were more than a hundred of them—became deeply interested. They told each other pleasing stories of how they "wouldn't do a thing" to the Ephraims. After the firm had made an offer of 35 cents on the dollar, five cents or thereabouts in cash the balance in Ephraim promises, and after the creditors had rejected the munificent offer, Lee Ephraim was haled to court and thoroughly grilled. Having solemnly sworn to tell "the whole truth, and nothing but the truth," he told his simple tale. In it there figured Monte Carlo and an unidentified Virginia caterer who went roaming over the face of the earth after the trustful Lee had paid him some \$6,500 and who inconveniently failed to leave an address.

The story was so thoroughly believed by most of the creditors, and so excited their sympathy, that when the Ephraims raised their "ante" to 35 cents in real money and no promises the settlement was accepted. There were a few mean fellows who were more anxious to make the Ephraims' finish interesting than to take 35 cents, but the majority easily gagged them.

The Ephraims are feeling as well as might be expected under the circumstances. They are said to have friends and compatriots on Cortlandt street, New York City, who are feeling even better than they do.

Meanwhile the Buffalo firm is conspicuously advertising a "closing out sale" of bicycles and tires, as they have "decided to discontinue their bicycle department." Of course, the goods are being sold "at cost"—whether at the 35 cents cost or at invoice price is not stated.

LESS SHRINKAGE IN JUNE

Export Figures Show a Comparatively Small Loss—Fiscal Year a Poor One.

June, which closes the Federal Government's fiscal year, did not go out in a blaze of glory so far as cycle exports are concerned. That period, which, by contrast with the calendar year, is of small importance to the outside world, shows a loss of practically \$600,000—\$1,378,428, as compared with \$1,965,026 for the fiscal year of 1903-04.

For the fiscal year the countries where gains were made included our nearest neighbors, Mexico and Cuba. British North America fell off an insignificant amount, while in South America the Argentine Republic and Colombia made increases about offsetting the loss in other South American countries.

The record for the month of June itself is not "as bad as it might have been." The shrinkage was less than \$10,000, which is a small amount, as shrinkage of exports go nowadays, and is largely accounted for by a diminished demand from Japan. Practically all of the important European countries included in the statistics increased their purchases during the month. England's jumped nearly \$10,000 worth, and France's even more—from \$2,305 in June of 1904 to \$15,256 in the same month of the current year. Belgium, Germany and Italy are also on the right side of the ledger. With few exceptions, Mexico and the other torrid nations on the Western Hemisphere were likewise in the right column.

In addition to Japan, the large losses were in British North America, Australia, the Philippines and the East Indies, the record for the month and for the fiscal year being as follows:

Cycles and parts of—	June—	June—	Twelve Months Ending June—	Twelve Months Ending June—	Twelve Months Ending June—
Exported to—	1904.	1905.	1903.	1904.	1905.
United Kingdom	\$16,990	\$27,666	\$264,180	\$263,775	\$233,287
Belgium	1,927	3,629	43,678	52,988	37,328
France	2,305	15,256	158,810	76,000	59,409
Germany	6,662	6,805	128,766	131,217	59,908
Italy	1,365	3,513	48,221	52,820	22,754
Netherlands	4,443	2,308	84,017	114,735	40,542
Other Europe	12,911	10,271	182,937	178,900	158,925
British North America	15,054	7,014	168,676	125,929	125,258
Central American States and British Honduras	249	188	2,958	3,165	4,227
Mexico	3,999	4,704	47,714	44,209	50,173
Cuba	5,569	4,904	12,665	24,049	37,677
Other West Indies and Bermuda ..	2,851	3,602	37,914	32,625	30,884
Argentina	3,303	1,368	12,980	13,892	17,540
Brazil	675	...	7,204	11,769	9,902
Colombia	1,242	210	927	2,871	3,675
Venezuela	16	157	268	620	618
Other South America	1,456	2,084	18,030	16,996	14,336
Chinese Empire	233	924	20,315	12,626	12,500
British East Indies	2,738	976	37,930	25,400	11,242
Hongkong	173	325	3,256	8,546	3,281
Japan	39,150	29,356	447,677	425,972	286,235
British Australasia	11,617	3,771	245,512	285,232	125,249
Philippine Islands	547	938	17,039	21,363	8,784
Other Asia and Oceania	648	569	31,109	19,592	19,133
British Africa	486	...	100,803	11,690	2,347
All other Africa	766	119	8,980	7,912	3,164
Other countries .....	...	...	63	38	50
Total	\$140,105	\$130,657	\$2,132,629	\$1,965,026	\$1,378,428

Ball Bearing Requires Attention.

It should be borne in mind that even that most complete and perfect contrivance, the ball bearing, needs its meed of attention, that it must have its proper amount of lubrication, and must be adjusted to the right degree at all times, if the desired results are to be obtained from it. Even though it be self-oiling in name and in fact, it yet needs a certain amount of oversight, and it is not well to neglect it too long, for even though it be guaranteed to run a year without attention, even without lubrication other than that furnished by the felt washers, there is a certain liability for the adjustment to alter, there is a possibility that one of the balls may wear unduly, thereby creating an unequal strain on the cones and the other balls, and, of course, there is always the danger that in some mysterious manner a tiny grain of sand has found its way into the race and injured the fine surface which is so essential to its working properly.

To slack off the check nut and loosen the case is but the work of a moment or two, and may save the cost of a whole new bearing if done at the right time. It is nothing at all, as one might say, to force a drop of oil into a joint here or a bearing there, yet it is a matter that is often put off till too late, either because the importance of it is not appreciated, or because it is forgotten. The delight of riding an easy running wheel can only be supplemented by the knowledge that all the parts are sound and in good order, and that they have had all that is required to insure long life and good service.

The Retail Record.

Bangor, Me.—E. W. Hull, Main street, new repair shop.

Fort Wayne, Ind.—E. J. Wilkinson and Harry Crance, new store at 517 Clinton St.

DISCOVERS A NEW "COMBINE"

American Consul in Ireland Tells of One, and Also of Some Other Things.

United States Consul Moe, of Dublin, Ireland, has discovered a "proposed combine of cycle makers" in the United Kingdom, and in a report to Washington undertakes to explain what it is and also why there is no demand in Ireland for American made machines.

"Considerable discussion has taken place with regards to the proposed combine of the various cycle manufacturers in the British Isles," says the United States representative. "The object practically appears to be to make no bicycles to be sold under eight guineas (\$40.87), and it would seem that several firms in the big English manufacturing centres have already come to an agreement. It is a movement against the production of inferior, cheap machines, and carries with it the question of how the trade will be affected. Inquiries elicited statements from several agents and dealers in Dublin that such a combination would be received with favor by all the best houses. In this city the chief demand is for good wheels, the 10 and 20 guineas (\$51.10 and \$61.32) machines having the best sale.

"There is no demand here for American makes of bicycles. This is due to the generous guarantee which English makers give with their machines, which are very well made, and the apparent unwillingness of American manufacturers to supply their wheels with metal rims instead of the wooden variety. The great amount of dampness in Ireland at all seasons of the year makes wooden rimmed wheels practically useless.

"The demand for bicycles has increased enormously, and it is no exaggeration to state that cycling here is as popular this year as it was in the United States in 1896 and 1897. There is a splendid demand for motorcycles, most of which come from Coventry at present and give entire satisfaction."

Kick and Apology Simultaneous.

The following is not published so much as an example of English "as she is wrote" as it is to show how many individuals waste time in complaining that if properly applied would obviate the necessity of a kick:

"Dear Sir,—I reciev de bicykel witch I by from you alrite but for why you dont send me no saddel wat is de use of the mleykel when she dont have no saddel i am loose to me a customer shure thing by no having de saddel and dats not very pleasure for me. wat is de matter wit you mister S— au compancee is not my moneys so good like an-oder mans you loose to my trade an i am very angr for dat an now i am tells you dat you are dam fools and no good mister F J S— and compancee i send you back at waunce your bicykel to morrow bekause you are such dam foolishness peoples. Yours Respeckfuller,

"P S—Since I rite dis letter i find de saddel in de box; excuse to me."

ABOUT "SPECIAL BRANDS"

Retailers as well as Flakers Against the Jobbers in the Voluminous Discussion.

In the hardware trade the discussion of the "special brand" subject is assuming voluminous proportions, and is providing some very pointed and illuminating reading that applies not merely to the hardware industry, but to nearly all industries, those dealing with cycles and cycle tires among them.

"I cannot see where it is of any advantage to the dealer to push the 'special brands' of any jobber, inasmuch as the dealer in doing so is not dealing at first hand with the manufacturer whose goods he is selling," is the view held by a Connecticut retailer, who adds:

"James Law Stuart, in a recent address before the Butterick Trio Staff on the subject of 'Trademarks and Unfair Competition,' said among other things:

"From a commercial standpoint you all know what a trademark is. It forms a link between the manufacturer and the consumer, guaranteeing to the consumer that the goods bearing such mark are made by the same manufacturer as the goods which he previously purchased under the same mark.

"The fundamental principle underlying the subject of trademarks is the preservation of what is known as the goodwill of a business. In its simplest form, the goodwill of a business is that probability that a customer who has once purchased goods at a store will return again to the same store for the purchase of the same goods, should they commend themselves to him. This principle was recognized in the early English law, and it is this principle which has extended into the present trademark law and the law relating to unfair competition in trade. In early days merchandise was sold almost exclusively from the hands of the storekeeper to the consumer. Now, the hand of the storekeeper has extended out to the ends of the earth, and it is the boast of some merchants that the sun never sets on the consumers of their products. The trademark has become the link between the manufacturer and the consumer. The consumer may not, in the economy of modern commerce, go back to the place of manufacture to repurchase the goods purchased before, but must rely upon that trademark and form of package which he finds upon the market which identifies to him the origin of the goods, and is a guaranty to him that the goods which he now purchases are the same goods as those purchased by him before under the same marks or in the same packages."

"It is obvious that the above is hardly true if applied to jobbers' special brands. John Jones may be the maker of a jobber's special brand of goods this year, and Thomas Smith next year (at 2½ per cent less). During a

dozen years as many different manufacturers may be the producers of the same article under this jobber's special brand. Under such circumstances will any one claim that it is possible for the quality to remain uniform except in rare cases? In such a case the trademark is nothing more than a symbol to indicate the distributor, and is a guarantee of nothing. It is true that goods made under a manufacturer's brand may vary in quality, and that some jobbers' special brand goods have been made for years by the same manufacturer—just as it is true that there are exceptions to all rules, but when it comes to a question of continuous uniform quality, the chances are certainly in favor of the goods bearing the maker's brand.

"It is not my intention to charge that jobbers are intentionally responsible for the variation of quality in goods bearing their brands, but in the absence of expert knowledge on the part of the jobber as to the producing of his goods, how is he to control this matter? On the other hand, jobbers cannot expect uniform quality where frequent changes are made in their manufacturers, especially where such changes are made on account of lower prices."

The milk in the cocoanut of the jobber or other merchant who markets goods under his own brands is, of course, that they can "make more profit on special brands."

To this assertion a manufacturer replies:

"This can only be done by buying goods that are cheaper and by selling them relatively higher. There is no other way to make an extra large profit. The retailer must be kept in ignorance as to quality.

"The jobbers, in reply to the manufacturers, say that 'the knowledge of who produces an article can in no wise concern the consumer. It is not necessary to hand out a pedigree with each article sold.'

"If a horse is of no account possibly no one cares for its pedigree. If it is first class stock, then its pedigree is a matter of great interest and value. It is of interest to the consumer and to the manufacturer that the pedigree of manufactured goods should be known; and that is the issue now under discussion; nor is it a new one.

"About the 'keen competition,' which is referred to as the cause of deterioration in quality, is it to be presumed that the process of hammering for lower prices will affect the quality of manufacturers' brands and not cause a corresponding deterioration in quality of jobbers' brands of goods? Will manufacturers protect the quality of the goods of almost unknown jobbers' brands, when prices are being cut by this 'keen competition,' and at the same time put upon and into them more careful work and material than they would put upon and into their own best brands?

"This proposition is certainly remarkable. Prices are cut and grades lowered because many buyers call for something cheap. They cannot get what they want in standard brands; they, therefore, if the question of

price is invoked, ask the manufacturer's salesman to give them the best he can for the money, under other brands, of course urging that the finish and general appearance shall be the best that can be afforded at the price. But does any sane person believe that a manufacturer who has been pressed as above indicated, by the 'keen competition,' will make a better knife, axe or chisel [or bicycle or tire] with 'Tom Jones' upon them for a brand, than he would under his own factory name?"

Manager Keck's Drink Nearly Fatal.

L. J. Keck, vice-president and Eastern manager of the Badger Brass Mfg. Co., had a narrow escape on Monday of this week which he is not likely to forget in some time. On that night he arose to get a drink of water, and by mistake got hold of the ammonia bottle. Pouring out a glassful he gulped it down before he realized his error. Physicians were summoned and worked over him all night, at one time despairing of saving his life. However, he pulled through, and at last accounts was resting comfortably, though it will be a long time before his commissary department will be again in perfect working order.

Pratt Goes into Bankruptcy.

Benjamin H. Pratt, of Chicago, has filed a petition in voluntary bankruptcy in the United States District Court in that city, stating his liabilities at \$99,308.78, and assets at \$93. Most of his liabilities relate to the time when he was president of the Manufacturers' Agents & Supply Co., the Chicago branch of the Elastic Tip Co., Boston, prior to the embarrassment of the latter concern in 1898.

London Bargain Counter Concern Falls.

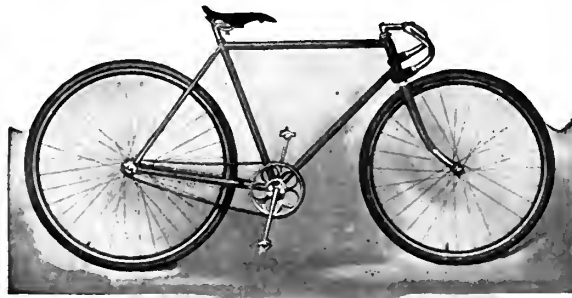
Symond's London Stores, Ltd., one of that city's bargain counter jobbing concerns, who attained considerable disagreeable notoriety some time ago by a crooked guessing contest, have finally "gone to the wall." At a meeting of creditors and stockholders, the liabilities were announced as £5,292, and the assets £8,532, subject to a debenture for £5,000.

Hartford Rubber Re-elects Old Officers.

At the annual election of the Hartford Rubber Works Co. held on Friday, July 21st, all of the old officers were re-elected. They are as follows: President, Charles H. Dale; vice-presidents, William Seward, Jr., J. D. Anderson and C. A. Hunter; secretary-treasurer, J. W. Gilson; assistant secretary-treasurer, H. Plow.

Goodyear Building Larger.

The Goodyear Tire & Rubber Co., Akron, Ohio, is building an addition, 90x46 feet, to its tire department. The engine room is also being enlarged by an addition 80x30 feet, to accommodate a 1,500 horsepower compound Corliss engine, which will almost double the power capacity.



National, Model 80 Special

The weather for the last four months has not been good for racing, but on the other side of the world they are doing good work on the Nationals. The last of January at one meet in New Zealand, two National riders scored four firsts, three seconds, three thirds and six fourths, and at the Timaru Sports, another National rider won all races on the program. They have found out that Nationals are winners, and send 15,000 miles to get them.

In thirty days the sport will begin in the U. S. The Model 80 special National is the winner. Show a sample and it will sell.

NATIONAL CYCLE MFG. CO., Bay City, Mich., U. S. A.



W. E. BAUM,
Sec'y Chicago Motor Cycle Club.

WHAT

Mr. W. E. BAUM,
Sec'y Chicago Motor Cycle Club

SAYS

OF

FISK TIRES

Last year he rode 12,771 miles, of which 3,100 miles was on three pairs of ——— tires, and 9,671 on one pair of No. 88 H Fisk tires 28 x 1 $\frac{3}{8}$ in., and during the entire year he only had one puncture in the Fisk tires. Last year he received First Prize in Chicago for Century Runs and Third Prize in New York.

He states that Fisk tires are not only easier riding but will wear longer and better than any tire he ever had.

FISK RUBBER COMPANY,

Chicopee Falls, Mass.



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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, AUGUST 5, 1905.

How to Check Commercial Crooks.

There is hope and inspiration for the honest tradesman everywhere in the recent arrest of a salesman of the Manhattan Storage Company, of New York, on the charge of obtaining money under false pretences, and who was held for the grand jury. His customer, unlike the great majority who find themselves in a similar predicament, was unwilling to pocket his loss and chagrin and put it down in the column of experience.

It is usual under such circumstances for the deluded bargain hunter when trapped in such a manner to go his way uncomplaining rather than have an exposé in court. About one in a hundred, or possibly less, braves publicity to the extent of a civil action for damages—something easily settled, as a rule, and readily glossed over. But the purchaser in question, to whom the salesman sold a motor car with an explicit guarantee that it was of 18 horsepower and capable of a speed of thirty miles an hour, and who found that its power was utterly beyond his ken to estimate, but that three miles per hour was nearer its speed, considered that he had been shamefully duped, particularly as he had admitted to a profound ignorance of such things at the very outset and had trusted

entirely to the honor of the seller, and accordingly departed from precedent in this field to the extent of instituting criminal proceedings.

It is the first instance of the sort in the history of the bicycle and motor trade that can be recalled, but it will establish a precedent which, if followed, as it should be, by all who find themselves in a similar situation, will work everlasting good to that large part of the trade which believes in honest dealing and does not misrepresent things merely because it is a failing of a large part of humanity not to squeal when caught in a snare that would expose the victim to the ridicule of his friends, should it come to their knowledge. Something of this kind has been necessary, and more of it is needed. Civil suits of such minor importance as those under consideration naturally must be do not come to the public notice, and then the public is "easy," anyway and will read a detailed exposé of the workings of some flim-flam game, only to be caught at it again within the next forty-eight hours. But if every one who has found himself a dupe of some bargain counter schemer would immediately apply to the nearest police magistrate for a warrant and have the offender haled before the court to explain matters forthwith, the business would not prove so profitable.

Nothing less than the criminal law and its consequences will ever be sufficient to bring those dealers, who continually walk along its extreme edge and even make occasional excursions over the border, in the majority of their trades, to a realization of the fact that swindling cannot be carried on with impunity, regardless of what it may be called. In no other way will the honest tradesman receive his due or the unknowing purchaser be assured of a "square deal," which the law guarantees to all men.

Haste that Makes Waste.

It is a very old proverb indeed that "Haste makes waste," but its truth is ever fresh and green. In the life of the motorcyclist, and him who elects the older and less complicated mount, it is ever being demonstrated to the full, and yet there are those who never can see its application; for there is a vast deal of difference between haste and celerity when it comes to a case in hand; between the blind, mad endeavor to get something done, and done at once, and the calm, well organized effort that makes for results of the right sort. There is a vast

deal of difference between the man who is all of a hysterical flutter to get something out of the way, and the other who is, perhaps, in just as much of a hurry but yet has time enough to "do it right."

Often enough one remembers to have been trying to get the thing together in time to start for some point or other, and when some nut just would not start right to have taken hold of it with a wrench and made it start wrong, may be crossing the thread for half the thickness of the nut, and thereby putting one's self to a deal of needless trouble simply by virtue of a moment's needless haste. Who has not mended a tire out on the road under the frying action of the sun and been too much intent on getting on to the shaded road through yonder woods to wait a decent length of time for the cement to dry on the patch before trying it out? Who has not tinkered with this and tinkered with that for hours at a time on the road rather than do a good job in one-half of the aggregate time, at the expense of a pair of dirty hands and a little hard work? And, again, who has ever found such a policy to pay in the long run?

When it comes to the matter of speed, the same precept applies. To travel at an uncomfortable rate of speed over a rough road is but needless haste, and brings its invariable attendant recompense. It tears the life out of the tires, tears the life out of the machine, and tears the life out of the motor, be it human or mechanical; and it never pays in the end, except in the rarest of cases, cases which come not under the head of sport, but rather of genuine emergency; for two miles of high speed over a bad stretch of road will take more of the vitality out of a machine than will double or treble the distance taken at a rational rate of speed or many times that distance taken at high speed over good roads.

The world is being flushed just now with a flood tide of economy; there is economy in business, economy in finance, economy at home and abroad. Economics is an exact science, taught in the school and practised everywhere. It is but an extension of the science of self-preservation, and it is applicable universally. In its broadest and best application, however, it does not in any sense of the word involve penury or niggardliness, nor does it interfere with progress. It is founded on a single apt teaching, based on a single theorem and its corollary. And the theorem is, "Haste makes waste," and the corollary, "Make haste slowly."

AMERICANS AT ANTWERP

Several Second Raters Turn Up in World's Championships but Fail to Win.

Ideal weather favored the second day's racing for the world's championships at the Velodrome, Zurenborg, Antwerp, July 21, and an immense crowd witnessed the events. The noticeable absence of Iver Lawson and Marcus Hurley, of America, winners, respectively, of the professional and amateur events last year, is freely talked about, and much regret at the absence of these two expressed.

The first event to be decided on the second day was the professional championship at one kilometer (.621 miles). There were eight preliminary heats at 1,200 metres (about four-fifths miles). "Woody" Hedspeth, the negro who claims America as his home, was entered in the first heat. Hedspeth led until the last lap, when Poulain, the redoubtable Frenchman, brought his lightning jump into play, and crossed the tape four lengths in front of the negro. The time was 1:58 2-5. Henri Mayer (Germany) scored a victory in the second heat, and Ellegard (Denmark) was first across the tape in the third.

The fourth heat, in which Floyd Krebs (America) and Heller (Germany) were entered, was perhaps the most exciting, the American winning out from Heller by half a wheel's length. Time, 1:46 2-5. Otto Meyer (Germany), Huber (Germany), Arend (Holland) and Schilling (Holland) qualified for the semi-finals, as did Walter Rutt, who crossed the tape first in the repechage, a consolation race for the riders who were left in the ruck in the preliminary heat.

Floyd Krebs was beaten out at the tape in a blanket finish by Henri Mayer in the second semi-final heat. Thus Poulain (France), Ellegard (Denmark)—who won the other two semi-final heats—with Mayer (Germany), were left to fight for supremacy in the final, and the distance was made one kilometre. The final heat was a balancing exhibition, where headwork counts more than speed. In the backstretch the order was Mayer, Ellegard and Poulain. Again was Mayer's terrible sprint requisitioned, but Poulain was at his wheel, and the Frenchman led across the tape, with Ellegard second and Mayer third. Time, 4:48 3-5.

As at the championship last year, the professional champion was scheduled to ride a match against the winner of the amateur event, but in the absence of Benyon (England), for which he was disqualified, Poulain rode around alone.

Floyd Krebs and Oscar Schwab (America) rode in the first heat tandem event for professionals at 1,400 metres (one mile), but were left at the seven-eighths pole by the Rutt-Mayer combination. Rutt-Mayer won the final heat, and in the last lap set up a new record for the quarter, reeling it off in 23 seconds.

Krebs started from scratch in a handicap event, and finished second in the first heat, nearly beating out Heller, who had an advantage of 20 yards. Walter Rutt finished first in the final heat, with Del Rosso second and Grogna third.

On account of rain the third and concluding day's events were postponed.

Negro Question Crops Up Abroad.

Unexpectedly "the little black man" was trotted out at the annual meeting of the International Cyclists' Union at Antwerp on the 15th ult. M. Rousseau, of France, espoused his cause and introduced a resolution designed to place white and negro riders on an equality in the United States, whatever that may mean. As the outcome of the debate, it was decided to address a letter to the National Cycling Association bearing on the subject. "Woody" Hedspeth, the American "chocolate drop," was among those present at Antwerp.

Then, by way of good measure, the National Cycling Association's resolution to prohibit a rider from racing on a foreign track on any day during which national championships are being held in his own country (either in the form of trials or the actual contest) was voted down.

With regard to the proposal to hold next year's championships in Switzerland, it was resolved that in the event of Switzerland's arrangements as to track, accommodation, etc., not being satisfactory, the meeting should be held in Germany.

M. Heck, Holland, protested against the inclusion of a motorcycle event in the list of championships next year, but M. Rousseau, France, replied that it was to the interest of the U. C. I. to encourage a sport with such attractive possibilities as motorcycle racing.

Garden Races Begin Monday Night.

At last P. T. Powers, the promoter, has come to the conclusion that New Yorkers will turn out en masse to witness bicycle races, and, beginning Monday night, 7th inst., Madison Square Garden will have weekly meets. A gang of carpenters have been erecting the wooden bowl this week. As usual, it will be eight laps to the mile. The feature will be a ten-mile motor-paced race between Floyd McFarland and Hugh McLean, and these riders, together with Frank Kramer, Iver Lawson, E. F. Root, Oliver Dorlon and the rest of the professional bunch, will line up for the national circuit championship event. The usual number of amateur and professional, handicap and open events are included on the card.

Lawson and Kramer to Meet.

Iver Lawson has signed to ride at Vailsburg for the season, and is now on his way from Salt Lake, where he has "cleaned up" a big roll of the long green and incidentally made a few records. Lawson has been matched to ride Frank Kramer three match races for \$1,000 a side. Two of the events will be decided at Vailsburg and one at Madison Square Garden, New York City.

GOERKE WINS AT OGDEN

New York Sprinter Finishes First in a Gruelling Quarter-Mile Race.

Although no records went "by the board" at the Thursday night meet on the Ogden (Utah) saucer, 27th ult., one of the best cards of the season was presented. Perhaps the best event was the quarter-mile open for "simon pures." For the first time since he has been riding on the Western tracks Oscar Goerke, the crack sprinter of the National A. C., New York City, sprinted over the tape first after a gruelling fight with West and Fred Samuelson, two local pedal pushers.

The New York rider let young Samuelson (a brother to the "great and only") do the "donkey work" for one lap, and when the bell sounded Marty was leading, with West second and Goerke next. The New Yorker worked up even to the leader, but could not pass him until the bunch rounded the turn into the stretch. Then Goerke, riding high on the bank, shot down the incline like a rocket and stole the pole, beating West and Samuelson out at the tape in a blanket finish. The time was not slow either, 0:30 3-5.

Although it was rather disappointing to local fans to see their favorites vanquished, Goerke was roundly applauded for his clever victory.

As was fully expected, W. E. Samuelson, the Mormon sprinter, carried off the long green in the two-mile open for "pros." C. L. Hollister and Samuelson teamed, and the combination proved too strong for the bunch. Saxon Williams rode his best race this season, and outspinted Hardy Downing to the tape for third place. Time, 4:06 4-5.

One event that has proved very popular here and at Salt Lake City this season is the "consolation" race for professionals. As its name implies, the event is for the riders who fail to get a look-in at the money in other events. Iver Redman crossed the tape first in a pretty sprint, with J. B. Gunn scarcely half a wheel's length separating them at the ribbon. J. H. Leyland finished third. The distance was three-quarters of a mile.

E. E. Smith and Walter Bardgett, the Bufalonian, proved better sprinters than Emil Agraz and Jack Burris, in the half-mile tandem match race. The Smith-Bardgett team won in two straight heats. Times, 1:00, 1:03 1-5.

"Jack" Hume, the University of Utah sprinter, who distinguished himself last week by cutting a slice from the amateur unpaced mile, overhauled all his competitors in the unlimited pursuit race. Redman, the last rider, was passed at 2 miles 30 yards. Marty was third. Time, 4:14 2-5. Summaries:

Three-quarter-mile, professional—Iver Redman, first; J. B. Gunn, second; J. H. Leyland, third. Time, not taken.

Half-mile tandem match—First heat—Smith-Bardgett, first; Agraz-Burris, second. Time, 1:00. Second heat—Smith-Bardgett, first; Agraz-Burris, second. Time, 1:03 1-5.

Quarter-mile open, amateur—Oscar Goerke, first; F. G. West, second; Fred Samuelson, third. Time, 0:30 3-5.

Unlimited pursuit, amateur—Jack Hume, first; C. P. Redman, second; C. Marty, third. Distance, 2 miles 30 yards. Time, 4:14 2-5.

Two-mile open, professional—W. E. Samuelson, first; C. L. Hollister, second; Saxon Williams, third; Hardy Downing, fourth. Time, 4:06 4-5.

READY FOR ENDURANCE RUN

Record Breaking Entry List for Motorcycle Ride to Waltham—Rules that Apply.

In point of interest and entries, the national motorcycle endurance contest conducted by the Federation of American Motorcyclists, which leaves the New York Motorcycle Clubhouse, 10 West Sixtieth street, at 3 A. M. on Monday next, far surpasses any of the three previous efforts of the sort. In 1904 there were 27 entries; this year there are 48, and they come from so many different parts of the country that the interest is widely spread; seven States are represented. There really will be 49 men in the contest, as George N. Holden will ride a three-wheeler and carry a passenger.

To earn a perfect score the rules require the contestants to arrive in Waltham, Mass. (where the F. A. M. annual meeting will occur), not earlier than 7:20 and not later than 7:35 o'clock Monday evening, which means that for all of the 250 miles they shall have averaged a small fraction more than 15 miles per hour for the entire distance. All who are successful will receive "perfect score" medals; all others who reach the destination within 24 hours will also receive awards.

"The one general rule that applies to this contest," reads the instructions issued to the entrants, "is to 'get there' unassisted on the machine and with the motor on which you start, with the seal intact and without exceeding the schedule at any control and without violating the speed regulations or the rules or the courtesies of the road."

Contestants are allowed 15 minutes in which to arrive at each control station, of which there are five. They will be designated by blue flags bearing the F. A. M. emblem, and are as follows:

	Time Due
Bridgeport, 70 miles.....	7:30—7:45 A. M.
Hartford, 132 miles.....	11:36—11:51 A. M.
Springfield, 159 miles.....	1:21—1:36 P. M.
Worcester, 211 miles.....	4:47—5:02 P. M.
Waltham, 250 miles.....	7:20—7:35 P. M.

To make up the necessary mileage a detour will be made before leaving New York, and again after leaving Worcester, the route leading through Westboro, where a checker will be stationed.

Some "wise" man has tipped off the New York Police Department that a "race" is on tap, and as a result the bicycle police are said to have been ordered out early Monday morning. The F. A. M. officials, however, have met the rumor by requesting Commissioner McAdoo to detail an officer to accompany or pace the contest to the city limits. The officials have taken stern measures to prevent any inclination to scorch.

"This is not a race, and any competitor who attempts to make a race of it may as well quit the contest at the first control at which the schedule is exceeded," say the instructions that have been issued. "It not

only means disqualification and no award, but there will be not even 'cheap glory,' as the control managers have instructions to break the seals and numbers of such offenders; they will not figure in the record of the run and will be reported to the F. A. M. Competition Committee for suspension."

The entrants, the numbers they will display on their arms and on their gasoline tanks and the machines they will ride are as follows:

No. and Rider.	H.P.	Machine.
1. J. F. McLoughlin, N.Y.M.C. 2½	Tribune
2. Dr. F. A. Roy, N. Y. M. C. 3	Wagner
3. G. Wagner, St. Paul, Minn. 3	Wagner
4. F. M. Dampman, New York. 1½	Indian
5. W. F. Mann, Yonkers, N. Y. 3	Indian
6. Leroy A. Baker, Rochester. 3	Curtiss
7. H. J. Wehman, New York. 3	Curtiss
8. G. H. Curtiss, Hammondsport, N. Y.	5	Curtiss
9. C. L. Waters, Buffalo, N. Y. 5	Curtiss
10. H. L. Marsh, N. J. M. C. 1½	Rambler
11. J. J. O'Connor, Hartford, C'n. 1½	Indian
12. Conrad G. Andes, New York. 1½	Thoroughbred
13. Jos. Staudinger, New York. 1½	Thoroughbred
14. J. N. Boyce, New Haven. 1½	Thoroughbred
15. J. E. Malone, Jr., B'k'n M.C. 1½	Indian
16. Wm. Allen, New Haven. 1½	Thoroughbred
17. W. S. Harper, Reading, Pa. 1½	Thoroughbred
18. H. H. Brown, Boston A.C. 1½	Indian
19. L. E. French, Harvard M.C. 1½	Metz
20. F. R. Dickinson, W.A.C.C. 1½	Metz
21. F. J. Phillips, Bradford, Pa. 3	Holley
22. S. J. Chubbuck, Toledo, O. 2	Yale-California
23. A. B. Coffman, Toledo, O. 2	Yale-California
24. Edward Buffum, Toledo, O. 2	Yale-California
25. F. O. Ericson, B'klyn, N.Y. 1½	Thoroughbred
26. J. I. Brandenburg, B. M. C. 1½	Thoroughbred
27. H. S. Lyons, N. Y. A. C. 3	Wagner
28. George V. Lyons, New York. 3	Wagner
29. E. W. Goodwin, Br'klyn. 1½	Indian
30. J. Krigbaum, Buffalo M. C. 3	Thomas
31. Wm. G. Schaeffer, Reading. 1½	Thoroughbred
32. W. H. Ives, Addison, N. Y. 1½	Reliance
33. A. S. Noonan, Rome, N. Y. 1½	Reliance
34. F. A. Baker, Brooklyn M. C. 1½	Indian
35. G. N. Holden, Springfield M.C. 1½	Indian Tri-Car
36. A.M.Brackett, Springfield M.C. 1½	Indian
37. J. Derosier, Springfield, Mass. 1½	Indian
38. S. T. Kellogg, Bridgeport M.C. 1½	Indian
39. O. Hedstrom, Springfield M.C. 1½	Indian
40. Fred. C. Hoyt, Boston. 1½	Indian
41. T. K. Hastings, B'k'n M.C. 1½	Metz
42. W. C. Chadeayne, Buffalo. 3	Thomas
43. Dr. J. G. Sauer, Bronx A.C. 1½	Indian
44. G. P. Jenkins, N. Y. M.C.C. 3	Marsh
45. P. W. Wilcox, New York. 3	Marsh
46. H. Cassidy, Addison, N. Y. 1½	Reliance
47. J. P. Thornley, New York. 1½	Indian
48. W. E. Hyde, Shrewsbury, M's. 1½	Metz

M. L. Bridgman is to be referee at the start, and Roland Douglas, president of the New York Motorcycle Club, referee at the finish in Waltham.

The G & J Tire Co. is to have men and spare tires at each of the controls and will extend the helping hand to all unfortunates.

The events to be run at Waltham—the hill climbing contest, the 25 miles road race and the economy and skill tests, likewise the track races on the Charles River course—have all filled well and will provide a perfect carnival of motorcycle sport next week.

Long Island's Harsh Justice.

When Charles Homan started from New York, on the last day of July, to ride his bicycle out to Riverhead, L. I., to visit his sister at the old home and decorate his mother's grave, he forgot that the law is meted out alike to the rich and the poor, and

makes no exception to one who is bent on a sombre errand, and when he was arrested and taken into court in Babylon for violation of the side path ordinance, he pleaded all sorts of excuses and was much depressed when he found himself obliged to leave his watch in lieu of the \$5 fine which had been imposed on him.

Starting out in the gray of the morning with a friend, he had ridden almost to Babylon when he was hailed by Officer Mott, who was patrolling the side path upon which they were riding. The other man stopped and purchased a tag, but Homans, managing to slip by the cop, rode on. The deputy, after telephoning ahead, boarded a train and met him at Blue Point, where he arrested him and brought him to Babylon. When taken before the magistrate, he told a pitiful tale of poverty, proving to be totally without money and weak from lack of food. His friend, who had returned with him, had but a small sum, not enough to buy a tag or pay his fine. The case might have been dismissed had he not tried to escape, but the officer refused to withdraw the charge on that account, and the magistrate imposed the minimum penalty for such cases.

Bicycle Thieves Get Their Deserts.

Casper Peters and John Weisner are two Buffalonians who have at last learned that stolen bicycles are difficult to dispose of. The men thought it unfair for them to work when so many bicycles were to be had easily. Consequently they annexed several from the steel plant, keeping two to ride, and tried to dispose of the surplus. Judge Caldwell sent Peters to the penitentiary for thirty days, and Weisner, who pleaded guilty, was let off with a fine of \$15.

Twenty Prizes in this Road Race.

Sunday afternoon, August 27, the Century Road Club Association will hold its twenty-mile road race over Long Island roads, the start and finish to be at West's Hotel, Valley Stream. Fifteen place and five time prizes are offered, and their quality is such that the race ought to attract a large bunch of amateurs. The race will start promptly at 1 P. M. Entries close August 25 with Emil Greenbaum, secretary race committee, 1745 Broadway, Brooklyn, N. Y.

Motorcycles Still Outnumber Automobiles.

According to the British registration statistics, on June 30 last there were 34,706 motorcycles in use in the United Kingdom, as against 21,521 on the same date of 1904, an increase of 13,185. Of the number 26,800 are in England, 476 in Wales, 2,382 in Scotland and 1,073 in Ireland. In the corresponding twelve months the number of automobiles registered increased from 18,793 to 29,535.

Chadeayne's Transcontinent Challenge

William C. Chadeayne, secretary-treasurer of the Thomas Auto-B Co., Buffalo, N. Y., has in view a trip across the continent, and to make things interesting he is willing to make a race of it. He has issued an open challenge to that effect. He would prefer to leave New York about August 20.

INTERLUDE AT SALT LAKE

How the Crowd at the Saucer Learned that Bowler Is a Benedict.

On account of so many counter attractions in Salt Lake City, Utah, on Friday night, July 28, one of the smallest crowds of the season turned out to witness the race meet at the new saucer. Numbers, however, do not necessarily contribute enthusiasm, and, judging from the cheers that came from the grandstand in some particularly close finishes, enthusiasm was not lacking.

A classy bunch of amateurs lined up for the quarter-mile open, which turned out to be the best event of the evening. In view of his recent performances, Hume, the University of Utah student, was generally conceded the winner. The fates decreed otherwise, however, for a puncture put Hume out of the running in the first lap. Two new arrivals from the wilds of Nevada—Carter and McKenzie—made their debut, and, although Carter made a brilliant showing, he lacked generalship and was unable to score. Carter is a strapping big fellow, and will bear watching. His time, 0:32, is evidence of this statement. West, a local rider, crossed the tape first by inches, McCormack hugging his forks at the ribbon. C. P. Redman was third. Time, 0:30 1-5.

Walter Bardgett, of Buffalo, N. Y., made his mark and covered himself with glory in the final half-mile professional handicap, when he outstripped Saxon Williams to the tape, the latter finishing ahead of Hardy Downing, who barely led "Jim" Bowler in. Time, 0:55 2-5.

A week or so ago Bowler quietly slipped away from Salt Lake City and boarded a train for Chicago, his native town. There he became a Benedict, and, contrary to N. C. A. rules, neglected to announce the team. Some of the riders heard of "Jim's" latest coup, and before the race dragged him from his dressing room, sat him on their shoulders and gave a one-lap exhibition. A man with a megaphone enlightened the crowd, and the popular rider was cheered for his latest victory.

In the unlimited pursuit race for amateurs Carl Redman was given first position by the referee, as Castro and West framed up a little combination to run away with first place and neglected to announce the team. Lindgren was second, Fred Samuelson third and Marty fourth.

C. L. Hollister pulled W. E. Samuelson around until the bell lap in the two-mile professional open, when Saxon Williams unwound a sprint that almost caused his adherents to fall over themselves in sheer joy. The wise ones said a "triple combination," but Hopper's coming up at the tape with reserve power to make good dispelled this idea. Samuelson managed to shove his wheel over the line a few inches ahead of his stable mate, and Williams and the Minnesotan fol-

lowed for third and fourth places. The time was 3:53 2-5. Agraz, Burris, Downing and Turville did the "donkey work," as usual, and when the sprint started were strung out around the wooden bowl.

E. B. Heagren constituted the whole show in his five-mile motorcycle match with T. M. Samuelson. Heagren rode rings around his opponent, who at the tape was more than three laps behind. Heagren's time was 6:28. Summaries:

Quarter-mile open, amateur—F. G. West, first; J. McCormack, second; Carl P. Redman, third. Time, 0:30 1-5.

Half-mile handicap, professional—Walter Bardgett, first; Saxon Williams, second; Hardy Downing, third; James Bowler, fourth. Time, 0:55 2-5.

Unlimited pursuit, amateur—Carl P. Redman, first; G. L. Livingston, second; Fred Samuelson, third; C. Marty, fourth. Distance, 1 mile 7 laps 13 yards. Time, 4:00.

Two-mile open, professional—W. E. Samuelson, first; C. L. Hollister, second; Saxon Williams, third; Norman C. Hopper, fourth. Time, 3:53 2-5. Lap prize winners—Hollister (1), Agraz (2), Williams (1), Burris (3), Smith (1), Downing (3) and Turville (3).

Five-mile motorcycle match between E. B. Heagren and T. M. Samuelson—Won by Heagren. Time, 6:28.

Glenwood Road Race a Close One.

Several hundred spectators in observation, riding with a handicap of 15 minutes, sprint over the tape first in the annual road race from Glenwood Springs to Basalt, Col. Scarcely a wheel's length behind him rode R. Townsend, of Aspen (18:00), who was closely followed by R. Watson, of the same town, with a handicap of 13 minutes.

This race is one of Colorado's fixtures and always draws a large crowd. As the tracks of the Colorado Midland Railroad run parallel to the course, the spectators were able to follow the race in observation cars. The course is twenty-three and one-half miles long.

L. Barber, of Grand Junction, who last year set up a record of 1:11:27 for the distance, ran away with first time prize, but fell short of the record, his net time being 1:20:30. Van Hoorebeke was second in 1:21:15, and Hansen, from scratch, covered the distance in 1:22:13. Tire troubles caused some of the riders to drop out of the race.

After the bicycle riders were well out three men on motorcycles started out to make a record for the course, but Theodore Cooper, of Aspen, was the only man to come through. His time was 1:10:50. One portion of the road was exceptionally rough, which probably accounts for the poor showing made by Cooper. Summary:

Pos.	Rider.	H'cap.	Net time.
		m.s.	h.m.s.
1.	B. Van Hoorebeke.....	15:00	1:21:15
2.	R. Townsend	18:00	1:27:35
3.	R. Watson	13:00	1:27:55
4.	F. Carson	18:00	1:28:32
5.	L. Ziemann	7:00	1:26:16
6.	L. Barber	1:00	1:20:30
7.	J. Hansen	Scratch	1:22:13
TIME PRIZE WINNERS.			
1.	L. Barber	1:00	1:20:30
2.	B. Van Hoorebeke.....	15:00	1:21:15
3.	J. Hansen	Scratch	1:22:13
4.	L. Ziemann	7:00	1:26:16
5.	R. Townsend	18:00	1:27:35
6.	R. Watson	13:00	1:27:55

MARTIN WINS TIGER RACE

Five-Mile Handicap Road Race Well Contested—Morin Takes Time Honors.

Easily the best closed club race held so far this season was the five-mile handicap of the Tiger Wheelmen, New York City, over the Westchester County road last Sunday, 30th ult. Charles Martin, who had a handicap of one minute, soon overhauled the leaders and took a sleigh ride in for first place. He was followed by Chris Kind (2:00), who covered the five miles in 14:10. Martin's time was 13:00. There were fifteen starters.

The real fight was for time honors between McDonald and Fred Morin, the honor men, the former crossing the tape first by the narrow margin of one second. McDonald's time was 12:30, and, besides winning first time prize, he came in third for position awards. Henry Van den Dries was conspicuous by his absence. Van den Dries usually runs away with time honors, but this season the Tiger Wheelmen's representative has forsaken road racing for the track, where he is rapidly working up with the leaders. Summary:

Pos.	Rider.	H'cap.	Net time
		m.s.	m.s.
1.	Charles Martin	1:00	13:00
2.	Chris Kind	2:00	14:10
3.	McDonald	Scratch	12:30
4.	Fred Morin	Scratch	12:31
5.	George Hunter	0:30	14:40
6.	Nicholas Kind	1:30	14:00
Time prize winners—McDonald (scratch), 12:30; Fred Morin (scratch), 12:31.			

Stream Wins Motorcycle Event at Toledo.

Over 5,000 spectators saw George F. Stream, of Newark, Ohio, on an Indian motorcycle, finish "miles ahead" of his competitors in the ten-mile motorcycle race, which constituted one of the features of the automobile meet at Toledo, Sunday, July 30.

There were four starters. S. J. Chubbuck, on a Yale, drew the lead and was closely followed by A. B. Coffman and Frank Seramour, also astride Yales. Stream, on the Indian, made a poor start, but by careful nursing and "headwork" soon overhauled the leaders. Then he opened the throttle wide and went past his competitors like a flash. At the tape Stream was over a lap ahead. The others finished comparatively bunched, Seramon leading Chubbuck across the ribbon by less than ten feet. Coffman finished close to Chubbuck. Stream's time for the ten miles was 16:27 1-5, which is very good for a half-mile track.

O'Brien First at Celtic Park.

At the annual athletic games at Celtic Park, New York City, last Sunday, 30th ult., J. J. O'Brien crossed the tape first in the three-mile bicycle race, which formed a feature. M. J. Kessler was a close second. Time, 9:00 2-5.

"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York.

"RATTLED" ON THE ROAD

How Some Otherwise Clever Men Forget Their Cunning in Emergencies.

"It's a curious fact," observed the man in the greasy leather coat, "that many a man who is as wise as an owl when it comes to an armchair discussion of cycling matters, and who can do a mighty good job after his own fashion when he is in his own little shop and can turn his hand to most anything in the line of mechanical work, will lose his head completely when anything happens to his machine when he is out on the road, and will do things that would put a schoolboy to shame, while, on the other hand, here and there you will meet a fellow who knows little or nothing of the workings of his motor, who could not set his valves properly if his life depended on it, and who could not do a piece of work in a shop to save his soul, who yet is never at a loss to determine what is out when things go wrong, and who always seems to have everything pretty much his own way on the road. I suppose it is nothing more nor less than an illustration of the various phases of human nature one meets in life, but all the same it strikes one queerly at times.

"Now, there was a fellow who used to come by my place two or three times a week all last season, who knew his machine from the saddle down to the ground. He really knew it, too. I found that out before I saw the last of him, but when things began to happen he went off the hooks right away, and was as helpless as a child. He just couldn't see what was the matter, and he would get rattled right away and begin to do the most absurd things you ever heard of in an effort to set things right. As soon as anything went amiss with the machine, he would start in to tear it down, no matter if the only trouble lay in a bad plug—he just couldn't see it unless somebody showed it to him, and would begin to operate on the carburetter, as likely as not, and keep at it until he had it all out of kilter, and then spend a good lot of his valuable time setting it right again before he tackled the next thing, which generally happened to be the right one.

"The great trouble with him was that he was in such a hurry and was so sure that he knew all about it that he would rush at it without waiting to make sure that he was right, and he would invariably do a lot of harm before he discovered that he was on the wrong track and started to back up. Often enough, when he was in one of his tantrums, as I got to calling them, he would come to me for advice and help. He used to come trudging up the road all hot and dusty and very much put out with the world in general, and explain, while mopping his

brow, that that blame circuit breaker had gone wrong again, and he couldn't seem to get it to make good contact to save him, though he had had it off twice already and nothing seemed to be the matter with it. Then he would tell me just how it all happened, and, after helping him get the breaker back in working order again, I would show him where one of his battery wires was bare of insulation and grounding against the frame. Then he would bless me with all his heart, and proceed to explain just how it had happened and all about it. He could always tell all about it—afterward.

"One time he came in in a mess that would have been laughable if it hadn't been quite so disgusting to me, for I was just starting out for a spin myself and didn't feel one bit like work, and he showed me a good afternoon's toil at the outset. It seems that somewhere along the line his motor had begun to lose power, and he somehow conceived the idea that the valves needed grinding. Now, I had explained more than once, to his apparent delectation, that when you start out with your valves in good shape there should be no reasonable excuse for touching them again during any ordinary run, and he should have known it, but he got one of his notions, and nothing could stop him, I suppose. But, any way, he had been trying to take out the exhaust valve, and in his hurry the spring got caught, and at it he went with some sort of a bar that he had got hold of, and the next thing he knew he had the spring out all right, but he had bent the valve stem just enough so that it wouldn't come up through the guide. This he straightened, after a fashion of his own, by the aid of a hammer, but even then it would not come up. So, after tinkering at it for some little time, he discovered one of his expedients—he was always discovering expedients, and they were the chief cause of his woes, as I came to know after awhile. Well, he discovered an expedient, which was, instead of trying to force the stem up by tapping it with a hammer and punch, to put a little block of some sort in between the end of the stem and the cam lifter, and then to turn over the engine 'very carefully,' as he put it, until the rise of the cam did the business for him. First go off he bent the stem some more, but that was soon straightened with the hammer, and the expedient was resorted to again. That time he got results, but not just the sort he had been expecting, for instead of prying up the valve, he broke a good sized chunk out of the guide which fits into the crank case, and out came the cam lift into his hand.

"It was at this point that he remembered that my place was not far away, and consequently adjourned to talk it over with me. 'Just to borrow the use of a few of your tools,' as he always put it. It took me just four hours to get out that valve, grind in a new one and patch up the case for him, and in the course of those four hours his

helpful efforts netted me three broken drills and one blow torch destroyed, of which I could only find the burner afterward. In the course of the operation as he was resting, he discovered that my torch was slightly different from his own, which was of a later pattern, as he thought, and nothing must do but that he must try it. So outside he went with the torch, and presently there came a loud explosion, followed by the most bloodcurdling howl I ever heard in all my life, and in rushed the lad, with one hand held behind him and the other clapped tight over one eye.

"I fixed up the eye with an artistic patch and bandaged the hand, which was much the worse off of the two, and after that he sat about and hardly said a word until I had finished with the machine. He wouldn't say how it happened at first; I guess he wasn't sure himself, but by the time he was ready to start he had it all figured out and was ready to explain, but by that time I had had a chance to think of all the fun I was missing through his foolishness, and I just wouldn't listen to him at all. He seemed quite hurt when I told him coldly that I didn't care how it happened, but he paid my rather excessive bill without a word and went his way.

"After that I didn't see him again all the rest of the season, and I had come to the conclusion that he had given up the sport or else had migrated to some other clime. But one day a month or so ago I was just getting back in the evening, after a long ride, when I saw a lonely figure sitting on my door step, with a motorcycle lying on the ground before him. There is an electric light just across the street, and I at once recognized my old friend. He recognized me, too, and before I had quite stopped had begun a long tale of woe about how he had broken down out on the pike and had spent three hours on a job that I judged could have been turned off in less than one. I was trying to think of some way of getting rid of him without making a mortal enemy of him and had decided to tell him that my mother-in-law had just passed away, when he came to his point, which was that he had used up all his carbide out there, and didn't dare to go any nearer town without a light. Did I give him some? Well, I should say I did. I was more than kind after that, and generous almost to a fault, for I wouldn't take anything for it.

Tells Just what You Should Know.

Due to a change in the binding and a consequent reduction in price by the publishers, The Bicycling World Company is able to announce the halving of the price of "Motorcycles and How to Manage Them." Formerly \$1, it is now to be had for 50 cents per copy. This useful little book of 141 pages, now in its eighth edition, has been considerably revised and is really better value than ever before.

PRODUCTION OF LUBRICANTS

Why the Compounding and Blending of Oils is a Delicate Operation.

It is quite likely that only a few of the users of machinery, and more especially those who are familiar with the gas engine as applied to the automobile and motorcycle, have more than the vaguest notion of the composition of the lubricating oil which is so essential to its successful operation, or understand the requirements of a good lubricant. For to the average lay mind oil is oil, and grease, nothing but grease, and the only means of distinguishment is a hazy classification according to the body or degree of fluidity of the various specimens which come under consideration. Probably, as a matter of fact, no branch of the trade in engineering supplies is less understood by outsiders and those not intimately connected with it than that which has for its aim the refining and compounding of lubricants.

As the development of the gas engine has progressed from year to year, one of the most troublesome of the attendant difficulties has been that of securing suitable oils; for it was long ago proved that the needs of the gas engine in this respect were totally different from those of any other class of motor or machine, and, moreover, that an oil which served the purpose quite well in one type of engine would not work at all in another, even though it were similar in its general construction and possessed of apparently similar running conditions. Such matters as difference in the piston speed, the degree and method of cooling the cylinder, the shape of the crank case and design of the rotating and reciprocating parts were found to affect the action of the oil to a surprising extent, and thus it came about that the makers began to choose their own lubricants and recommend them to their customers, and they in turn soon found that scarcely any other oil could be found which would answer the purpose as well.

Considering the subject a little more closely, the conditions requisite in a good lubricant are, in general, that it must have:

First—Sufficient body to keep the surfaces to be lubricated free from contact under maximum pressure.

Second—The greatest possible fluidity consistent with the first condition.

Third—The lowest possible coefficient of friction.

Fourth—The greatest possible capacity for storing and carrying away heat, which is one of the chief functions of a lubricant.

Fifth—A high temperature of decomposition.

Sixth—Power to resist the action of the atmosphere or to undergo oxidation.

Seventh—Freedom from corrosive action on the metals on which it is used.

The oils which are used for the purpose of lubricants are numerous and possessed of these characteristics in varying degrees. The conditions under which they are expected to serve are in infinite variety, and thus it is that in order to secure an oil which is thoroughly fit for a certain use it is frequently necessary to compound various different oils in proportionate amounts which have been determined by experiment. The oils most frequently used are the lard, neatsfoot, rapeseed, cottonseed, castor and rosin, of the animal oils, and various mineral oils differing from one another according to the degree of their refinement. In general, the former may be said to be distinguished by their low coefficient of friction and high viscosity, advantages which are offset by occasional acid properties, and their tendency to gum, while the latter are more apt to be lacking in body and possessed of a low coefficient of friction.

The specific requisites in a good gas engine oil are that it have a sufficiently high point of ignition, so that it will not burn off of the cylinder walls, leaving them bare, or worse yet, gummed or covered with a carbonaceous deposit; it must retain its body under the high temperature to which it must be subjected, so that it will not squeeze out from the surfaces which it is to lubricate; it must be sufficiently fluid to be easily fed through the lubricator; and it must possess a sufficiently low coefficient of friction so that it will not fail of its purpose.

The determination of the properties of a specimen of oil, and testing of its fitness for a specific use, is a lengthy and rather complex process comprising a series of separate tests, each intended to establish its value according to one standard. There is a chemical test of the nature of an analysis, to determine its composition and the degree of possible adulteration; there is a test to determine its durability, or wearing power, and there is a test to establish its value according to each of the seven requirements already mentioned, so that the complete test of a sample is too involved for the average user to undertake. But after he has had experience with a number of different sorts of oil, and has had opportunity to judge of their effect on the machine, the acute observer learns of hazard a fairly accurate guess as to the fitness of a sample by the use of the senses of touch and smell, the odor and "feel" of the oil guiding him in it.

The general symptoms of a poor oil, or one which is not suited for the particular motor under consideration, are that the plugs and valves become quickly sooted, even when but a small quantity of the lubricant is used, the exhaust is smoky and foul smelling, the cylinder runs hotter than it otherwise would, and after a time the rings and walls become gummy. Sometimes, an oil will show but one or two of these symptoms, and the trouble will at first be laid to some other source, as, for instance, in the case of a thin

oil which has a very high fire test, when the only unusual indication that things are not as they should be is that the motor runs hot, from the fact that the oil will not stick to the parts and they soon run dry. In other cases, it will be found that what at first seems to condemn a sample, is in reality its best recommendation, for when first used it will smoke and carbonize to a most disgusting extent, but upon repeated trial it will be found that by using a smaller quantity than had formerly been found advantageous, even better results will be gained than from that.

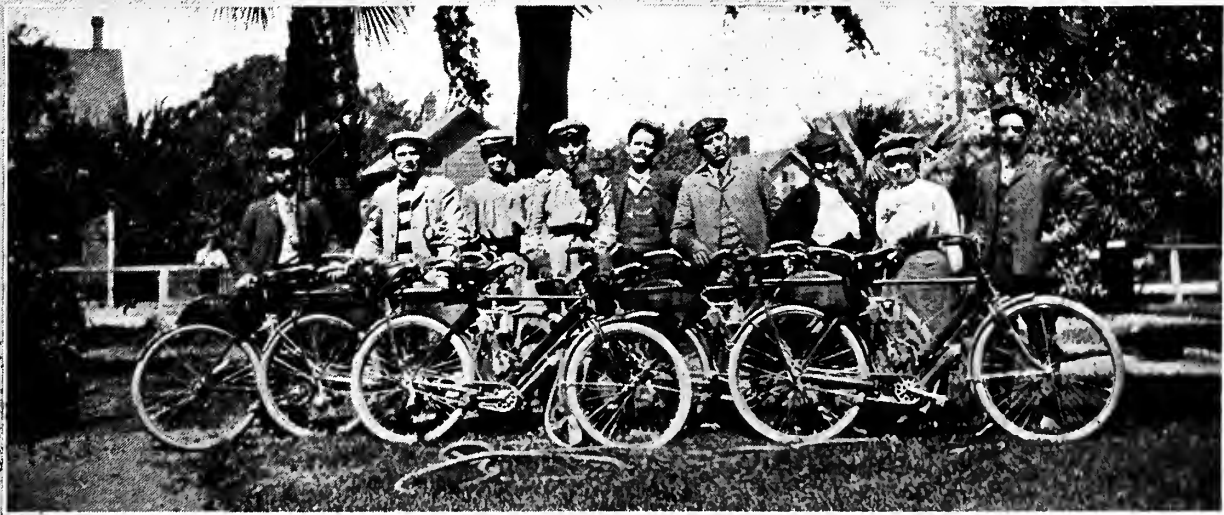
The repeated testing necessary, to secure a satisfactory oil, is a tedious and unpleasant process, and one which should not be undertaken unless one has a thorough comprehension of the motor and all its needs; even then, it demands a deal of watchfulness and careful handling and not infrequently several overhauls of valves and igniters, before the satisfactory result is obtained, but it is an interesting one, and for one who has the time and inclination, most instructive as well.

If the testing is a complicated matter, the blending to secure the qualities best suited to a given class of work is even more complex and involves an intimate knowledge of the various ingredients, and their behavior in compounds. In the composition of cylinder oils, it is customary to use a basis, or stock, as it is called, of a mineral oil, which comes as near to the requirements as may be, and to tone it up by the addition of various other oils, lighter or heavier, as the case may be, until the requisite tests are obtained. It is a trade in itself, and better not be attempted by the amateur lest he get into difficulties and seriously abuse his motor. In general, unless an oil which is in use is proved beyond a doubt to be at fault, it is best to go on using it rather than to experiment with other and unknown varieties, while, if a change must be made, it is always best to try some of the regular brands which are always on the market, rather than to dabble in an unknown field.

Too Polite to Arrest Female Cyclists.

From out Utah way comes the intelligence that Ogden's policemen are too gallant to arrest members of the fair sex who violate the bicycle ordinance. A Salt Lake paper says: "While the Ogden police have been waging a war of extermination and purpose to keep it up against the male violators of the bicycle ordinances, they are confronted with a problem among the female violators. As yet none of these have been arrested. The delicacy of the cops is responsible for this. Every day a bunch or two or three bunches of finery can be seen riding on the sidewalks. The representatives of the force are so lost in admiration of the girls that it is not until they have got out of reach that the realization comes on the officer that they are violating the city ordinances. If it were a man or a boy they could see it in a minute."

Fair San Franciscans who Motorcycle a-Tandem.



In the East the sight of a woman riding a tandem motorcycle is a rarity, though occasionally one is to be noticed in the environs of one of the larger cities, but in the far West, where they take quickly to new ideas, and are free from the senseless prejudices of the "old home States," no such condition exists, and the women are as ready to grasp at the opportunity of riding the single path roadster as are the men. In California there are several ladies who are to be seen on the road almost daily riding with as much comfort and assurance as their male friends. A few of them ride their own machines, but

the greater number are content with rear seats of their husband's tandem, which they occupy as often as opportunity presents itself, usually accompanying them on the runs of the California Motorcycle Club.

When the camera caught four of them on July 11, they had the Indian machines all to themselves, as is shown in the upper picture, and were ranged up in line according to height, in true military style, though of course it was merely by accident. The sun shines very brightly out there, but they do not seem to be one bit afraid of spoiling their complexions for all of that. Reading

from left to right, they are Mrs. C. C. Hopkins, Mrs. J. H. Nash, Mrs. E. I. Malsbary and Mrs. F. E. Carroll.

In the lower picture these wholesome looking riders appear again, this time in company with the men whom they boss. The tuncly looking fellow at the extreme left is F. M. Bryene; then come Mr. and Mrs. J. H. Nash, Mr. and Mrs. C. C. Hopkins, Mr. and Mrs. I. E. Malsbary and Mr. and Mrs. F. E. Carroll.

"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York. ***

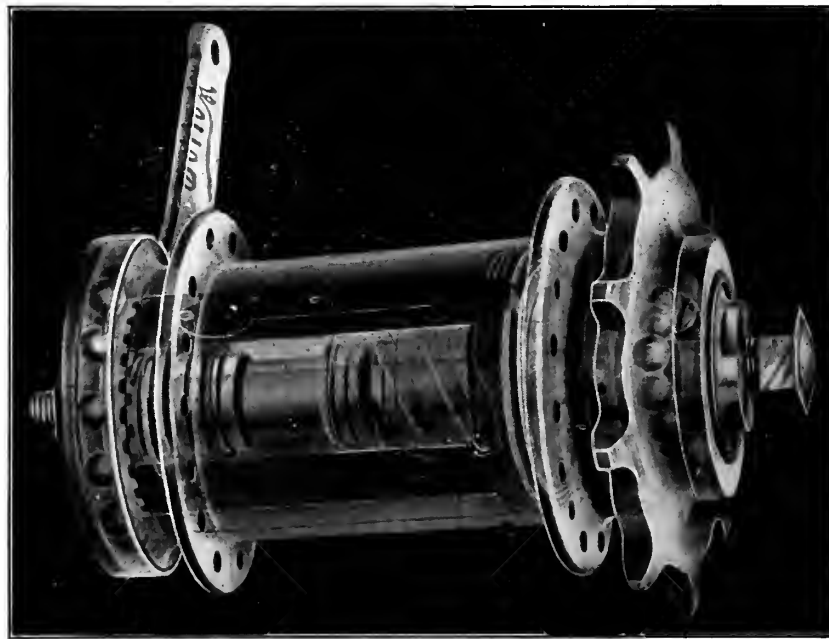
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SUGGESTED BY CHERRIES

Reminiscences of a Ride Over the Wrinkled Surface of New Jersey.

"Speaking of cherries," said the oldtimer, "always takes me back to the day when my wheel and myself were inseparable companions. I only lived through the week in anticipation of the pleasure of a long ride, frequently lasting from Saturday noon to Monday morning, or even the day following when the first day in the week happened to be a holiday. That fruit is always associated in my mind with cycling, and I'll tell you how it came about.

"Some of my relatives were stopping up at Delaware Water Gap for the summer, and as the 'glorious Fourth' happened to fall on a Monday I decided to visit them. Failing company, I was willing to make the trip alone, but my side partner was going to visit at a little village about half way, so I had company for the first day at any rate. If I had not been alone the rest of the way probably the cherry incident might never have happened. It may sound funny to hear me making much of an eighty to ninety-mile trip when I was doing my hundred and fifty and two hundred mile trips at the time, but the eighty miles to that place up across the Jersey State line is equal to almost any hundred and twenty-five-mile stretch you can find in these parts, and I've been over all of them pretty well, so I ought to know. It reminds me of one of those new style merry-go-rounds, where the platform simply waves up and down as it goes round in a circle. After you leave Morristown that country does exactly the same thing; it is nothing more or less than a continuous performance of waves, and the roads go round in circles as well. We were heading to every point of the compass in less than a mile on some stretches.

"Well, to cut a long story short, we got off about an hour or so later than we had anticipated, but we were on top of the Palisades opposite Forty-second street, New York, a little after 2 in the afternoon that Saturday—hills right from the start, you see. We managed to get down the inclined plane on the other side that leads to the meadows without breaking our necks, although neither of us had anything in the shape of a brake. That was just about the time when the custom of using the shoe between the front forks came into vogue. It was an effective stopper, but if there were any nails in the shoe it was apt to be the cause of needing a new front tire after a short time. You know that miserable stretch of so-called road that winds through the swamps off in the direction of Carlstadt, so I don't have to describe it for you. It was in its usual condition, and we couldn't make anything in the way of speed, particularly as the afternoon was a sizzler and it was threatening one of the usual summer cloudbursts with thunder and lightning accompaniments. Not very favorable conditions for a start, to be sure, but we

kept on and trusted to luck, and the only wetting we got was from the moisture we produced ourselves. Take my word for it, I would have considered myself nothing short of a slave if I had been compelled to work half as hard. But I was always a hill eater in my day, and it gave me a great deal of pleasure to think that there wasn't a hill within the bounds of reason and the limits of many adjoining counties that I hadn't surmounted.

"We found considerable sand in the neighborhood of Morristown, but that was one of the few stretches of bad road on the way, and we had no trouble in making Dover by 5 in the evening, and there we made a stop for grub. There's a hill just beyond that town that is certainly a gem, but, fortunately for us, it was our way, and we had a coast such as it is seldom the lot of the cyclist to run



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across. Straight down for what appeared to be the better part of a mile that hill sloped at an invitingly speedy angle, a surface like a billiard table and but one break in the middle of it consisting of a flat space of twenty feet or so that produced an exhilarating sensation of being hurled off the edge of a cliff when striking it. To complete the picture, imagine more than a good half mile of smooth road at the bottom of the incline and you have a combination that gave us an opportunity to cover a mile or more at what seemed to be a good forty miles an hour, and was worth more than an hour's rest to us. The end of that coast landed my riding partner right in front of the door of his friend's house, and we accordingly parted company. There was still an hour or two of daylight, so I determined to make the best of it and kept on, striking the edge of Lake Hopatcong a little later. Nightfall won the race against time not long after that, and with a discretion born of experience in the fatality of wandering over strange roads on a dark night I put up at the Waldorf of the next village.

I congratulated myself on not attempting to get any further when half an hour later two riders returned through having repeatedly lost their way and meeting with a collision.

"Mine host wouldn't think of providing a morning meal any earlier than 8 a. m., so I put up the price of lodging before retiring in order not to have any deputy sheriffs after me in the morning and decided that daylight would be a good time to cover the ground. That part of Jersey must be very old, it is so wrinkled; you can't see very far unless you happen to get on the edge of a particularly rough wrinkle, and when you do you begin to realize what you are up against. I should say fifty to seventy-five miles was an excellent day's work in that section of the country. Fortunately for me the winding Morris and Essex Canal adds its charm to the landscape along the route I had to take, and I made the best of it, saving at least a baker's dozen of rises of varying stiffness by so doing. That was the time when tow mules were in the habit of losing their few senses at the sight of a bicycle. They would be forthwith seized with an insane idea to take to the woods or to the canal, and stories were current of several teams having plunged into the roaring waters on such occasions. In consequence there was war to the knife between the knights of the towpath and those who would save hill climbing by taking to that smooth and well beaten level track, which was always shorter though actually the longest way round. A number of natives had warned me particularly to beware of the mule tender's rawhide if I were guilty of causing a hitch in the smooth running of traffic on that important lane of commerce by causing a mule team to throw a fit, and I had the warning well in mind. Though I made all speed possible I kept a sharp lookout for boats, but fortunately did not meet any. After half an hour's scorching along the forbidden way I hailed a woman who had apparently greeted the rising morn with her chickens, and asked the location of Three Mile Mountain. It was like the man who found himself on Broadway in front of the City Hall and was inquiring the way to New York, for there the mountain and the road that led over it were right in front of me and not a hundred feet away.

"It didn't take more than one look to see that riding was over for some time at least and that pushing from the ground would be the order of the day, at least until I reached the top of that knob, which could not be seen from where I was at the time. It should have been called rabbit hill instead of a lengthy named mountain, as about every hundred yards a young bunny would wisely regard my approach, perched on his hind legs in the middle of the road, until I almost ran over him. The name of that so-called mountain must have been arrived at by measuring it up one side and down the other, for it didn't seem more than a mile and a half to the top. The man that could have ridden it with anything over a sixty gear would have been a wonder though, and that would have been his day's work. But if I

lived in that neighborhood I would walk up it once a week just for the pleasure of coasting down the other side. Curve after curve with a descent throughout that caused the wind to hum past and the blood to tingle, until on the last half mile a straightaway stretch with a perfectly level send off on the bottom for a mile or more made it a thriller. When my speed gradually died I noticed that I was passing a line of cherry trees that were a sight for the gods, especially when the deity had been riding for two hours with an empty stomach in the saddle. I accordingly stowed my wheel out of sight by a fence and pulled myself up into the branches of one that was overloaded with fruit of the most appetizing appearance, and it did not belie its looks. I found a comfortable seat in the branches, and there I sat for fully half an hour, gorging myself with what, barring the addition of a generous allowance of spring water a little later, proved to be all that I had in the way of breakfast. One or two people passed under my roost, all unsuspecting, and I took care not to reveal my presence.

"That coast had to be paid for, and shortly I came to another ridge which did not appear to be so stiff or so long, so I tackled it and before I was half way up wished that I hadn't, but stuck to the pedals like grim death nevertheless, although at times it was highly questionable whether I would succeed in making them complete another revolution. Hatless, coatless and innocent of collar, tie or the good offices of a hair brush, with perspiration streaming out of every one of a million, nine hundred and seventy-three thousand, six hundred and seventy-eight pores, I must have been an inviting sight, but just as I was giving the final strokes in overcoming that hump I saw one equally attractive. There were a few houses on top of the hill, but owing to a sharp bend just at the top they didn't come into sight until you got right there. On the porch of the first one

was a buxom native maid adorning the lap of a rustic, and they were having a good time, I tell you. I came into view around the bend so unexpectedly that there wasn't time for a breakaway, and we regarded each other with a mutual smile of curiosity and tolerance as I slowly wheeled past.

"A few miles further along it was necessary to inquire the way, and I was directed to pass through Centreville and some other hamlets the names of which I do not recall, but my director warned me particularly not to 'look for no town when I got to Centreville, 'cause it was only a church and a buryin' ground, one on each side of the road,' a statement that I verified a little later, and have been wondering ever since how it acquired the name. It was on the top of another knoll, and this so-called town came into sight on my horizon about as suddenly as the spooning pair on the porch had a short time previously. It was apparently miles from anywhere, but must have succeeded to the title through the fact that two villages which individually could not afford a church and a cemetery had pooled issues and built this outfit half way between.

"My breakfast of cherries and water stood by me in good shape, and I covered the remaining eight or ten miles in something like an hour, or possibly less—I had one of those clocks on the handle bar—which was very good time for such going. I arrived about 10 a. m. in fine fettle, having made the distance in something like ten hours' actual riding. Any one who thinks himself in good riding trim will find that a ride to test his ability, and he may congratulate himself if he can average much better than eight miles an hour for the distance."

"The A. B. C. of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price 50 cents. The Motor World Publishing Co., 154 Nassau street, New York. ***

Two Warm Races on Long Island.

Riding with handicaps of five minutes, J. Benedict, of the Long Island division, and Fred. Larsen, Eastern division, sprinted over the tape for first place honors in the five-mile combination road race, held jointly by the Eastern and Long Island divisions of the Century Road Club Association, over Long Island roads, last Sunday, July 30. The course was over the famous Merriek road, the riders starting and finishing in front of Tom West's hotel, at Valley Stream. Several hundred spectators watched the contest.

In the Long Island division, Benedict was the first rider to shove his wheel across the ribbon, and he was closely followed by W. O. Stewart, who rode with four minutes' grace. Fred Larsen (5:00) was the first of the Eastern division to finish. Benedict covered the distance in 15 minutes 5 seconds, and Larsen's time for the five miles was 15:03 2-5.

The Eiffler brothers, who had the honor of starting from scratch, had a rare fight for time honors. The two were wheel and wheel when the sprint started, one hundred yards from the tape. Frank Eiffler has lately learned a jump which he employed to good advantage, beating his brother Joe out at the finish by two-fifths of a second. His time was 13 minutes. Summary:

LONG ISLAND DIVISION.

Pos.	Rider.	H'cap.	Net Time.
		m. s.	m. s.
1—	J. Benedict	5:00	15:05
2—	W. O. Stewart	4:00	14:40
3—	J. A. Olson	4:00	14:45
4—	A. Lewin	5:00	15:50
5—	J. Lewin	5:00	16:40 3-5

EASTERN DIVISION.

1—	Fréd Larsen	5:00	15:03 2-5
2—	A. Klein	4:00	14:45
3—	G. Curley	4:00	14:50 2-5
4—	M. Walters	4:00	14:50 3-5

Time prize winners—Frank W. Eiffler (scratch), first, 13:00; Joseph M. Eiffler (scratch), second, 13:00 2-5.



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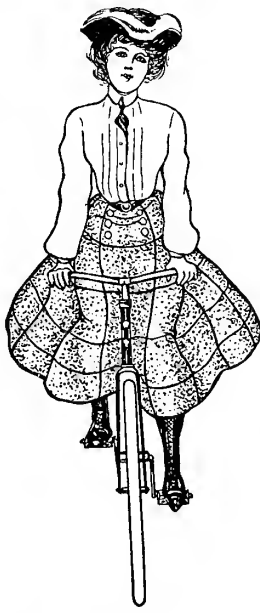
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No. 1.



No. 2.



No. 3.

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ORDER BY NUMBERS.

THE BICYCLING WORLD COMPANY
94-96 Tribune Bldg., New York.

How the British Foster Trade.

Bicycles on the instalment plan, or, as over-water contemporaries put it, the deferred or easy payment system, is hailed over there as the salvation of the industry to a large extent.

"Facilities for acquiring good class bicycles by means of the easy payment plan were what the public required, rather than the opportunity of getting a cheap bicycle at a low price when they had not the ready money to pay down for it," says Bicycling News. "Herein lies the salvation of the cycling agent who is smart enough to get the business and see that he is not made the victim of unprincipled clients who live by the gullibility of those who do not exercise sufficient care and judgment in a class of business which requires to be done with caution. Properly handled, however, the easy payment business is more remunerative than direct trading—that is, according to the experience of one of the most important Midland agents who does a very large business on this system." According to the London Times, this system has taken such a hold on the trade that fully 75 per cent of the wheels turned out in Birmingham are marketed in this manner.

Utilizing the Exhaust for Cooling.

Rather a novel method of air cooling a low powered engine has been devised by an Irishman, who utilizes the exhaust to aid in creating a draught. In fact, the exhaust itself is allowed to issue right against the combustion head, not, however, before being led some distance from the engine, through a muffler and then back to the position in question. This arrangement has been constructed on what the Englishman persists in dubbing a "tri-car," though it is in effect nothing more or less than a motor tricycle. It is naturally an expedient not adapted to the motorcycle, but this is certainly not a matter for regret, as it is but a superfluity in any case.

Belgians Turn from England to America.

"The English bicycle that for some years controlled the Belgian market has almost entirely disappeared therefrom," is the news that United States Consul McNally transmits from Liege, Belgium. "The cause," he adds "has been the introduction of the American bicycle, which suits the taste of the Belgian wheelmen, both in quality and price."

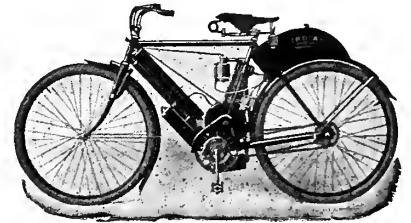
Casting Bread on Business Waters.

Advertising is casting business bread upon business waters which returns in business profits; perhaps not every time, but, in the philosophy of the mercantile sea, the tide of profit as often flows as it ebbs, and printer's ink is the only oil which can stay the breaking of a panicky wave.—(N. C. Fowler, in Advertising and Printing.)

"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 151 Nassau Street, New York. ***

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Stanley T. Kellogg went up in **20:59 1-5**

away inside all previous records and **but four-fifths of a second slower than the record-breaking ascent made by the fastest automobile—a 60 h.p. racing car;**

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Motor Bicycle	34:11 3-5
	52:42 2-5

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INDIAN Motorcycles, grip controls, compensating sprockets, \$125, \$140, \$150; 1904 Rambler, new, spring fork, \$175; Mitchell, 4 h. p., \$90. Batteries and parts for Indian, Rambler, Warwick Motorcycles. We make a specialty of rebushing engines and reboring cylinders. **F. A. BAKER & CO.**, 1080-82 Bedford Ave., Brooklyn; 20 Warren St., New York.

WANTED—Second-hand Indian Motorcycles; I also want the trade of motorcyclists everywhere for supplies, ammeters, hydrometers, stands, spark plugs, belt hooks, chain links, batteries and everything else. **F. B. WIDMAYER**, Motorcyclists Supply House, 2312 Broadway, New York.

INDIAN motorcycle, cushion fork, grip control, etc., \$125.00. Rambler 1904, new, \$150.00. Complete stock of parts on hand. First-class facilities for reliable repairing on all kinds of motorcycles. **TIGER CYCLE WORKS**, 782 Eighth Ave., New York.

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The Week's Patents.

794,927. Carburetter. Everett B. Cushman and Leslie S. Cushman, Lincoln, Neb., assignors to Cushman Motor Co., Lincoln, Neb. Filed April 17, 1903. Serial No. 153,122.

Claim—1. In a carburetter, a mixing chamber, a gasoline chamber, a detachable cover for the gasoline chamber, a float within the chamber, a float carrying rod secured to the float and extending through an opening in the cover, a gasoline supply passage formed in a portion of the wall of the gasoline chamber, said passage being extended upward through the top of the chamber at a point clear of the outer edge of the cover, a movable valve stem guided within said passage, a valve carried by the stem and serving to close said passage, a lever fulcrumed to the cover and connected to the float rod, and a detachable connection between the opposite end of the lever and the valve stem, thereby to permit the removal of the stem without interfering with the cover, substantially as specified.

795,273. Carburetter. Louis A. Essner, Princes Bay, N. Y., assignor of one-third to George C. Perkins, Tottenville, N. Y., and one-third to William H. Bedell, Huguenot, N. Y. Filed March 25, 1904. Serial No. 199,955.

Claim—1. In a carburetter, the combination of a casing containing a mixing chamber, a fuel inlet passage leading into said chamber, a fuel supply valve and a check valve in said passage, an air inlet leading into said chamber, and separated therefrom by a fixed apertured plate, a plate provided with graduated apertures rotatably mounted upon said fixed plate, a shaft geared to said supply valve and to said rotating plate whereby said valve and plate are simultaneously operated to admit fuel and air to said chamber in predetermined relative quantities, and a

draft operated fan supported upon said fixed plate.

795,357. Carburetter. Harry B. Maxwell, Rome, N. Y., assignor to the Maxwell & Fitch Company, Rome, N. Y. Filed February 8, 1905. Serial No. 244,717.

Claim—1. In a carburetter, the combination of a casing having inlet and outlet openings and a passage therethrough, a rotatable cut-off device in said casing having gates 12a and 13b, means for rotating the cut-off to control the passage, a carburetting nozzle projecting axially into the rotatable cut-off device and into the line of passage through the casing, means for supplying carburetting fluid to the nozzle, a valve located at the discharge end of the nozzle having a screw threaded stem engaged with a screw threaded opening in the axis of the cut-off device, and means for securing the valve stem from rotation in unison with the movement of the cut-off device, whereby an opening and closing of the valve is secured in unison with the movement of the cut-off, substantially as set forth.

795,459. Spark Plug for Explosive Engines. Fredus A. Thurston, Chicago, Ill. Filed February 17, 1904. Serial No. 194,095.

Claim—1. A spark plug, comprising a shell or casing, an electromagnetic device confined therein, means actuated by said device for producing a spark, and insulating material, inclosing said device, but not inclosing the spark producing mechanism, substantially as described.

795,497. Spark Timing Device. George A. Elsasser, jr., and Paul M. Elsasser, Philadelphia, Penn. Filed February 17, 1904. Serial No. 193,942.

Claim—1. In a timing device, the combination of a spark plug, a bar, a second bar formed of spring material and insulated from the first bar, an induction coil, electric connections between the induction coil and said bars, electric connections between the induction coil and the spark plug, a cam for forcing one bar toward the other and adjusting the distance between them, and means for bringing the two bars into contact.

795,617. Sparking Igniter for Explosive Engines. Charles Jacobson, Warren, Penn. Filed July 11, 1900. Renewed December 31, 1904. Serial No. 239,235.

Claim—1. In an explosive engine, the combination of a plug fitted to the head of the cylinder and having a reduced end projecting into the compression space thereof, parallel rods, both extending longitudinally through the plug from end to end and projecting beyond said ends, contact pieces on the inner ends of said rods, one of said rods uninsulated and having a direct bearing and

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connection with the plug, insulators fitting in both the inner and outer ends of the plug and receiving the other rod and insulating the same from the plug, a conducting wire connecting with said plug, a nut on the outer end of the insulated rod in line with the outer insulator, a conducting wire fitted to the nut, insulating washers between the nut and insulator and between said insulators and the plug, said plug counterbored to receive the insulators, a collar on the outer end of the other rod having a lug across one of its faces, a hammer or arm journaled on said last named rod, said hammer or arm having a head with a groove to receive said lug, and said groove having walls diverging from its central opening, and a spring surrounding the hub of the hammer or arm,

having one end fixed to the rod and the other end fixed to the hammer, said rod carrying the hammer having its inner end provided with an enlarged head, to which one of the contact pieces is secured, and means for actuating the hammer to cause the engagement of the contacts.

795,599. Bicycle Support. Edson H. Foster, Baker City, Ore. Filed March 10, 1904. Serial No. 197,573.

Claim—1. The combination with a bicycle, of a clamp secured to the forward inclined frame member thereof, an arm pivoted to the clamp beneath the frame, a clamp secured to the head, and a resilient engaging member pivoted to the clamp in front of the head and movable to coact with either the arm or

the front wheel.

795,662. Bicycle Support. Alfred Taylor, Victoria, Canada. Filed December 12, 1904. Serial No. 236,572.

Claim—1. In a device of the class described, support members pivotally mounted toward the lower end of each fork member of a wheel, such members being operable on their pivots by a toothed segment round the eye of the supports and rods having rack teeth at their lower end, guides for such rods, and said rods being endwise slidable in said guides down the fork members, means for retaining the supports when turned up alongside the fork, means for retaining the supports in the downward position, and a curved guide to spread each support during its movement to the downward position.



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The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LI.

New York, U. S. A., Saturday, August 12, 1905

No. 20

BOTTOM BRACKET DECREE ENTERED

**Judge Ray Issues Injunction and Appoints Master to Assess Damages—
Defendants Obtain a Stay and Prepare to Give
Bond Pending Appeal.**

The "bottom bracket case" is now entering its most interesting stages. Judge Ray, sitting in the United States District Court for the northern district of New-York, who sustained the validity of the Smith patent on July 28, filed his interlocutory decree, which proves almost as sweeping as the decision on the patent itself. The decree enters a perpetual injunction against the several defendants, restraining them from manufacturing bicycles employing the bottom bracket, and appoints W. S. Doolittle a master in chancery to examine their books and papers and to assess damages.

That the defendants do not purpose shutting down their factories, as the decree practically orders, well may be supposed. On August 8 their attorneys obtained an order from Judge Ray suspending the injunction, conditional on the defendants filing a bond of \$20,000 on or before August 14, pending an appeal, which implies that the bond will be given and an appeal filed—not, however from the interlocutory decrees—as an appeal therefrom would serve no purpose—but from the final decree, which will not be issued until the master in chancery has rendered his report. It probably will be about three years before the appeal is lodged and final judgment rendered. Meanwhile W. A. Redding, the Pope Manufacturing Company's attorney in the case, states that it is his intention to institute proceedings to recover damages against a number of big department stores, hardware men and the like, who have sold a large number of bicycles during the last six years.

The decree is as follows:

It is hereby ordered, adjudged and decreed that Letters Patent of the United States No. 392,973, dated November 13th, 1888, and granted unto the Smith National Cycle Manufacturing Company, as assignee of William E. Smith for certain new and useful Improvements in Bicycles and referred to in the bill of complaint in this cause, are good

and valid with respect to claims one and six thereof; and that the said William E. Smith was the original, first and sole inventor of the improvements shown and described in said Letters Patent, and particularly set forth in claims one and six thereof.

And it is further ordered, adjudged and decreed that the title to the whole right, title and interest in and to said Letters Patent No. 392,973 is duly vested in the said complainant.

And it is further ordered, adjudged and decreed that H. P. Snyder Manufacturing Company, the original defendant corporation in this cause, and The Crosby Company, The Miami Cycle and Manufacturing Company and Toledo Metal Wheel Company, the three intervening defendants in this cause, have each infringed said Letters Patent No. 392,973, and the exclusive rights of the complainant under said Letters Patent, by manufacturing and selling bicycles and parts thereof embodying the improvements shown and described in said Letters Patent, and particularly specified in claims one and six thereof.

And it is further ordered, adjudged and decreed that the complainants do recover from The Crosby Company, The Miami Cycle and Manufacturing Company and Toledo Metal Wheel Company, the intervening defendants in this cause, the profits, gains, savings and advantages which they, the said The Crosby Company, The Miami Cycle and Manufacturing Company and Toledo Metal Wheel Company, respectively, have received or made, or which have arisen or accrued to them and each of them by reason of the infringement of the first and sixth claims of said Letters Patent No. 392,973 by the manufacture, sale or use of bicycles and other cycles and parts thereof embodying or containing the improvements shown and described in said Letters Patent No. 392,973 and claimed in the first and sixth claims thereof since the date of said Letters Patent, and any and all damages which the complainant has sustained by reason of such infringement.

And it is further ordered, adjudged and decreed that the complainant do recover from The Crosby Company, The Miami Cycle and Manufacturing Company and Toledo Metal Wheel Company, respectively, the intervening defendants in this cause, its costs and charges in this suit to be taxed.

And it is further ordered, adjudged and decreed that it be and it is hereby referred to W. S. Doolittle, whose experience in such matters is determined by the

Court to be sufficient reason for such appointment, as Master, to ascertain, take, state and report to this Court an account of the extent of said infringements, and of the gains, profits, savings and advantages which the said The Crosby Company, The Miami Cycle and Manufacturing Company and Toledo Metal Wheel Company, the intervening defendants in this cause, have received, or which have arisen or accrued to them and each of them by reason of said infringements of the first and sixth claims of said Letters Patent No. 392,973, and the exclusive rights of the complainant thereunder, by manufacturing, selling and using bicycles and other cycles and parts thereof embodying and containing the improvements shown and described in said Letters Patent No. 392,973, and particularly claimed in the first and sixth claims thereof since the date of said Letters Patent, and also to assess the damages the complainant has sustained by reason of such infringements since the date of said Letters Patent, leaving all questions as to increase of damages, and all questions as to whether any infringement committed by the said The Crosby Company, The Miami Cycle and Manufacturing Company and Toledo Metal Wheel Company or either of them, was committed more than six years before the filing of the bill of complaint or the issue of the writ in this cause, until the coming in of the report of said Master.

And it is further ordered, adjudged and decreed that the complainant on said accounting have the right to cause an examination of the said The Crosby Company, The Miami Cycle and Manufacturing Company and Toledo Metal Wheel Company, the intervening defendants, and all their respective officers, agents and employees, ore tenus, or otherwise, and also the production of the books, vouchers and documents of the said The Crosby Company, The Miami Cycle and Manufacturing Company and Toledo Metal Wheel Company and each of them, before said Master, as he may require and order, and that the said The Crosby Company, The Miami Cycle and Manufacturing Company and Toledo Metal Wheel Company, respectively, and their respective officers, agents and employees attend for such purpose before said Master, from time to time, as said Master shall direct, and that the parties and the Master may apply, upon due notice, to the Court, for such other or further order of instruction as may be necessary; and that when the said Master shall have taken an account of such gains, profits, savings and advantages, and assessed said damages, he shall return the same to the Court for further action.

And it is further ordered, adjudged and decreed that perpetual injunction be issued in this cause out of and under the seal of this court against the said H. P. Snyder Manufacturing Company, the original defendant herein, and against the said The Crosby Company, The Miami Cycle and Manufacturing Company and Toledo Metal

(Continued on following page)

BOTTOM BRACKET DECREE.

(Continued from preceding page)

Wheel Company, the intervening defendants herein, enjoining and restraining the said H. P. Snyder Manufacturing Company, the original defendant herein, and the said The Crosby Company, The Miami Cycle and Manufacturing Company and Toledo Metal Wheel Company, the intervening defendants herein, and each of them and their respective officers, agents, servants, attorneys, workmen and confederates, and each and every one of them, from directly or indirectly making, constructing, using, vending, delivering, or putting into practice or use and causing to be made, constructed, used, vended, delivered or put into use any bicycles or other cycles or parts for the construction thereof, embodying the improvements shown and described in said Letters Patent No. 392,973, and particularly specified in claims one and six thereof; and enjoining and restraining the said H. P. Snyder Manufacturing Company, The Crosby Company, The Miami Cycle and Manufacturing Company and Toledo Metal Wheel Company and their respective officers, agents, servants, attorneys, workmen and confederates, and each and every one of them, from infringing the first and sixth claims of said Letters Patent No. 392,973.

And it is further ordered, adjudged and decreed that the bill of complaint in this cause be and the same is hereby dismissed as to said Titus Sheard, Frank Senior and Homer P. Snyder, the three individual defendants herein, without costs to them or either of them.

GEO. W. RAY,
U. S. Judge.

It will be noticed this decree establishes the validity of the patent, the sole ownership of the complainant thereto, the fact that the defendants have infringed it and the fact that they are severally liable in damages therefor. As the amount of the latter is unliquidated and can only be obtained by investigation, a master in chancery is appointed to take an accounting. He has all the powers of a court to take testimony, subpoena witnesses and the like, and will open chambers in the various cities in which the defendants are located in order to make an examination of their books. This will probably consume some time, and upon its completion the master will make his report to the court appointing him, and if it be accepted the court will thereupon file a final decree in the case, this first one being merely interlocutory, adjudging the defendants liable in certain amounts therein stated.

In order to be relieved of the burden of the order contained in the interlocutory decree perpetually enjoining them from making or selling bicycles embodying the improvements in question, the defendants will have to file a bond in the sum of \$20,000 by August 11, conditioned upon their duly filing an appeal from the final decree within the time prescribed, which is six months. In case they should not do so, the bond becomes forfeited and the damages adjudged are payable in any event.

This bond is as follows:

Ordered that if the said The Crosby Company, The Miami Cycle and Manufacturing Company and Toledo Metal Wheel Company shall, on or before the 11th day of August, 1905, file in this cause a bond in the sum of Twenty thousand dollars with a surety to be approved by the Court or the Clerk of the Court, to se-

cure the payment to the complainant of the full amount that shall be decreed to be paid by each of them to the complainant by the final decree that shall be entered in this cause and all costs that shall be taxable against them and each of them in this cause, including the fee and disbursements of the Master, immediately after the expiration of the time allowed by law for taking and perfecting an appeal from such final decree if no appeal from such final decree shall be taken and perfected by them within the time allowed by law, and also to secure the payment to the complainant of the full amount that shall be decreed to be paid by each of them to the complainant by such final decree or any modification thereof and all costs that shall be taxable against them and each of them in this Court and in the United States Circuit Court of Appeals for the Second Circuit, including the fee and disbursements of the Master, within thirty days after entry of the mandate upon the affirmance or any modification of such final decree by the United States Circuit Court of Appeals for the Second Circuit in the event of an appeal from such final decree being taken and perfected within the time allowed by law and that Court affirming or modifying such final decree, then and thereupon the injunction against the defendants in this cause shall be suspended.

GEO. W. RAY,
U. S. Judge.

Why Rhodes Had to Move.

One F. Rhodes, repairer of bicycles and automobiles in Elmira, N. Y., has been forced to give up his quarters in the building adjoining Feeney's Flatiron Building, on Market street. Fire Chief Espey has been around and stopped the work of reconstruction which was in progress, and now Rhodes is trying to rent another place. This is how it all happened.

The property on which the frame building in question stands was once owned by the Mutual Life Insurance Company, who sold it to Thomas F. Connelly. The latter increased the rent—a move which was not at all to the liking of the tenant Rhodes, and he, accordingly commenced tearing down the building, which was his own property. Connelly, hearing of the procedure, came around, and after considerable dickering bought the building and started in to rebuild it.

Then came Chief Espey, who said that it is illegal to construct a wooden building within the fire lines, and put a stop to the work at once. Rhodes is of the opinion that he is not so badly off, after all, but the landlord seems to think that he has been misused, and is very much wrought up over the affair.

Japan Imposes a War Tariff.

Washington, D. C., Aug. 11.—The Japanese tariff of the present year provides that the dutiable value of imported articles shall be the actual cost of the articles at the place of purchase, production, or fabrication, with the addition of packing charges, cost of transportation, insurance and all other charges incurred up to the arrival of the articles at the port of importation. In the event of an article being dutiable under more than one rate, it is to be assessed according to the highest of such rates. Special war duties are imposed in certain in-

stances, and these became operative on July 1 of the present year, and are to remain in force until one year after the close of the war.

Japan also levies varying rates of duty, having a general and a conventional duty, a consumption and a special consumption tax, and now the additional war tax.

The United States is classified with those having the "most favored nation" treaty, thus entitling her goods to entry at the conventional or lower rate of duty. It is also arranged that the war tax is not to be levied upon goods imported from those countries sharing the privilege of the most favored nation clause, provided they are accompanied with an authorized certificate of origin.

On bicycles, tricycles and parts, a duty of 25 per cent. ad valorem is charged and a war duty of 10 per cent.

Young Bicycle Thief Nabbed.

Springfield, Mass., has its troubles with bicycle thieves, too. On Monday, the 7th., Reserve Officer Connor arrested fifteen-year-old Daniel Kavanaugh while he was in the act of trying to dispose of a bicycle in a second-hand store. Later, it was learned that the machine belonged to a man named Katz, who lives in Franklin Street. The youngster is also suspected of having more than a casual knowledge of certain other machines which have been located in pawn shops or are missing at this time.

Succeeds Morgan & Harding.

The Olive Automobile Company, of St. Louis, Mo., a \$15,000 paid up corporation, has taken over the business of Morgan & Harding, of that city. Although the new company will handle automobiles, it will continue to handle Pierce bicycles exclusively, in which line the Morgan & Harding firm had built up a good trade. W. Lingenbrink is president of the new company, P. A. Ferbos, secretary, and E. L. Morgan has been retained as manager.

Stove Polish for Motorcycles.

For the engine cylinder, the exhaust pipe and the muffler, nothing serves quite so well as a protection from rust and a beautifier, as plain every day stove polish put on with a brush, and well rubbed in. It is easily applied, lasts longer than any form of paint, will not crack or scale off, does not burn with the odor of a distant abattoir, and has the saving grace of cheapness.

Standard Nipple Takes Shorter Name.

A change has been made in the name of the Standard Spoke and Nipple Company, of Torrington, Conn., which is to be known hereafter as The Standard Company; it will continue the manufacture of the Standard two-speed and automatic coaster brake, Diamond E spokes, Star and Bridgeport pedals and Star and Sager toe clips.

Will Resume Making Steel Balls.

The Steel Ball Company, Chicago, Ill., will resume the manufacture of steel balls on a large scale. Several years ago this company was the largest producer of steel balls in this country.

NATIONAL CIRCUIT OPENS

Record Breaking Crowd at Vailsburg—Kramer-Fenn Decision Hissed.

One of the largest crowds of the season assembled at the Vailsburg board track, at Newark, N. J., last Saturday night, the 5th inst., to see the first circuit meet. Estimating conservatively, there were 5,000 or more spectators jammed into the grand stand and bleachers. They witnessed the best racing of the season so far and showed their delight by general and impartial cheering of their favorites.

Naturally the event that caused the most enthusiasm was the half-mile for points in the National Circuit championship. W. S. Fenn of Bristol, Conn., W. R. Lee and George Schreiber, of New York, and George Glasson, of Newark, lined up for the first heat. Floyd McFarland, of San Jose, Cal., was an added starter. This was "Long Mac's" first appearance in Vailsburg since his return from Australia, and the fans arose to the occasion. MacFarland was leading at the bell lap, but Fenn jumped the Californian at the lower turn and led the bunch to the tape. Lee finished second. Time, 1:10.

Oliver Dorlon, of Manhattan Beach; John Bedell, Lynbrook, L. I., and Ernest Lang, Newark, were starters in the second heat. Dorlon won easily, with Bedell second. Time, 1:25. Judging by appearances in the third heat, Arthur Mitchell, the clean-cut New Orleans sprinter, sacrificed his chance to qualify by letting Joe Fogler in for second place. Time, 1:30. The fourth heat was a comedy, with Frank Kramer and Menus Bedell before the footlights. As they were sure to qualify, Kramer and Bedell rode easily. The time, 1:43, indicates this fact.

One of the shrewdest tricks that has been seen in many a day occurred in the first semi-final heat, with Fenn, Dorlon, Lee and John Bedell as contenders. Fenn had the pole at the start, with Bedell trailing the bunch. A heavy fog made it almost impossible for the riders to see each other. The Lynbrook lad rode high up on the bank and shot down into the backstretch and out of the fog nearly a hundred yards ahead of the other riders. Fenn started after him, but his efforts proved of no avail, for Bedell rode over the tape sitting up. Fenn finished second. Time, 1:11. The clever coup was warmly appreciated by the enthusiasts, and Bedell was heartily cheered.

With the weeding out process of the semi-finals completed, Kramer, Fenn, John Bedell and Root lined up for the great fight. John Bedell was on the pole, Kramer second, Fenn third and Root on the outside.

As they moved away John Bedell bore up on the bank, carrying Kramer with him, while Fenn and Root trailed. Quick as a flash Root shot down from the rear, and, landing on the pole, raced like a streak along the backstretch. He had opened up a gap

of at least thirty yards before Kramer realized what had happened, and set out to overtake him. With his machine-like movement the champion gradually made up the lost ground, so that by the time the front end of the grand stand was reached he was at Root's rear wheel. The pace was then eased up somewhat, but still travelling at a merry clip the four riders began the bell lap close up in single file. Root held the lead, Kramer was in second place, Fenn third and John Bedell fourth. At that point Kramer seemed to have the situation well in hand, and to all appearances he had succeeded in frustrating the plans of his opponents. The race was not over, however, and no one was sooner made to realize this than Kramer. The trump card was yet to be played, and there was no delay in throwing it on the boards.

As John Bedell had carried Kramer up the bank at the start, Root essayed the task this time, and diverted the champion's course sufficiently to let John Bedell through on the pole, where he tore along for dear life, with Fenn trailing. They passed Kramer and Root like so many shadows, and then began the great fight. Kramer jumped out with the speed of a greyhound, but the others had gained a start, and his task was a Herculean one. Gradually he moved up, but the gain was slight, as the others were pedalling for all they were worth. At the eighth pole Fenn assumed the lead, and on the turn Kramer passed John Bedell.

Rounding into the homestretch, Fenn had a lead of a length and a half on the pole, with Kramer coming up on the outside. On and on they came, and when about fifty feet from the tape Kramer brought into play his French jump. Fenn was putting up a great fight, though, and Kramer's first effort only brought him to the Bristol boy's pedals and he had to try again.

As they flashed over the tape together, Fenn seemed to be about three inches ahead. This, at least, was the opinion the spectators held, for when the judges announced that the victory was Kramer's, a burst of hisses escaped from the grand stand. However, Fenn did not protest, and the decision remained, although it will always remain a doubt to those who were opposite the finish line whether Kramer finished first. The time was 1:07 2-5. John Bedell was third, and Root fourth.

When Fenn came out for the five-mile handicap he was given a rousing ovation. Kramer did not start in this event, and with Fenn on the honor mark were Menus and John Bedell, Oliver Dorlon and E. F. Root. Joe Fogler, as an added starter, had a handicap of 150 yards. Root dropped out in the third lap. The limit men were overhauled at the end of the seventh lap. At the bell lap Fogler was leading, with Dorlon, John Bedell, Fenn and Menus Bedell in the order named, when Fogler cut loose and attempted to make a runaway race of it. He had gained a lead of about seventy-five yards when Fenn started after him and uncovered a sprint which was the culminating feat of

the night. Fenn started to unwind long before the eighth pole was reached, and sustaining his effort, passed Fogler on the outside at the turn and finished several lengths ahead, sitting up. Fogler was all in from his exertion and was passed by Menus and John Bedell, who finished second and third, respectively. Time, 11:31 1-5.

Manselene Mazan, an importation from Paris, France, met with an accident in the first mile. Mazan was trailing the bunch and was rounding the lower turn when his wheel slipped and he fell headlong to the track. Official Handicapper Wetmore first noticed the accident and rushed to the prostrate rider's side. He was found to be unconscious and bleeding from a scalp wound. Mazan remained unconscious for five hours. He teamed with Dussot in the six-day race last December.

In the two-mile amateur handicap Edward Rupprecht, the steady pluggier of the Bay View Wheelmen, showed class by doing the "donkey work" and winning easily from a large field. Rupprecht rode from the thirty-yard mark. Charles A. Sherwood, of New York City, and Charles Franks, of the Bay View Wheelmen, were second and third, respectively. Time, 4:20 2-5.

James Zanes, of Newark, who wore a new red and black sweater of the National A. C., of Brooklyn, made a clean move when he sprinted through the bunch and overhauled Franks at the tape in the three-quarter-mile open, for amateurs. The time was 1:44 4-5.

Fred C. Graf crossed the tape first in the quarter-mile novice, with J. McGrath a close second. "Wally" Smith rode his first track race and finished third. Time, 0:33 2-5. Summaries:

Quarter-mile, novice.—First heat—J. McGrath, first; Otto J. Steih, second; Wellington Smith, third. Time, 0:34 4-5. Second heat—E. W. Drewitz, first; Otto C. Brandes, second; D. R. Brandt, third. Time, 0:38 4-5. Third heat—Fred C. Graf, first; Joseph W. Botts, second; Nicholas Connell, third. Time, 0:34. Final heat—Fred C. Graf, first; J. McGrath, second; Wellington Smith, third. Time, 0:33 2-5.

Three-quarter-mile open, amateur.—First heat—Teddy Billington, first; Frank McMillan, second; W. A. Penn, third. Time, 1:47 1-5. Second heat—Edward Rupprecht, first; C. A. Sherwood, second; A. Schwenke, third. Time, 1:42 3-5. Third heat—Charles Franks, first; James Zanes, second; Henry Vanden Dries, third. Time, 1:45. Final heat—James Zanes, first; Charles Franks, second; C. A. Sherwood, third; Edward Rupprecht, fourth. Time, 1:44 4-5.

Half-mile championship, professional.—First heat—W. S. Fenn, first; W. R. Lee, second. Time, 1:16. Second heat—Oliver Dorlon, first; John Bedell, second. Time, 1:25. Third heat—E. F. Root, first; Joe Fogler, second. Time, 1:30. Fourth heat—Frank Kramer, first; Menus Bedell, second. Time, 1:43. First semi-final heat—John Bedell, first; W. S. Fenn, second. Time, 1:11. Second semi-final heat—Frank Kramer, first; E. F. Root, second. Final heat—Frank Kramer, first (5 points); W. S. Fenn, second (3 points); John Bedell, third (2 points); E. F. Root, fourth (1 point). Time, 1:07 3-5.

Two-mile handicap, amateur.—Edward Rupprecht (30 yards), first; C. A. Sherwood (scratch), second; Charles Franks (scratch), third; W. A. Kluczek (60 yards), fourth. Time, 1:20 2-5.

Five-mile handicap, professional.—W. S. Fenn (scratch), first; John Bedell (scratch), second; Menus Bedell (scratch), third; Joe Fogler (150 yards), fourth. Time, 11:13 1-5. Lap prize winner—W. R. Lee (6).



W. E. BAUM,
Sec'y Chicago Motor Cycle Club.

WHAT

Mr. W. E. BAUM,
Sec'y Chicago Motor Cycle Club

SAYS

OF

FISK TIRES

Last year he rode 12,771 miles, of which 3,100 miles was on three pairs of ——— tires, and 9,671 on one pair of No. 88 H Fisk tires 28 x 1 $\frac{3}{8}$ in., and during the entire year he only had one puncture in the Fisk tires. Last year he received First Prize in Chicago for Century Runs and Third Prize in New York.

He states that Fisk tires are not only easier riding but will wear longer and better than any tire he ever had.

FISK RUBBER COMPANY,

Chicopee Falls, Mass.



National, Model 80 Special

The weather for the last four months has not been good for racing, but on the other side of the world they are doing good work on the Nationals. The last of January at one meet in New Zealand, two National riders scored four firsts, three seconds, three thirds and six fourths, and at the Timaru Sports, another National rider won all races on the program. They have found out that Nationals are winners, and send 15,000 miles to get them.

In thirty days the sport will begin in the U. S. The Model 80 special National is the winner. Show a sample and it will sell.

NATIONAL CYCLE MFG. CO., Bay City, Mich., U. S. A.



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NEW YORK, AUGUST 12, 1905.

For the Purification of Sport.

The suggestion let-fall at the annual meeting of the Federation of American Motorcyclists that the time is ripe for some one of the older organizations to call a conference having for its object the purification of sport is worthy of more than passing heed; indeed, it is very much to the point. The magazines and some of the newspapers have dealt with the subject and, although the course is plain, nothing has come of the discussion, because none has taken the initiative. No less than the president of the New York Athletic Club has added his voice to the swelling chorus that is calling for clean sport, which suggests that he is the very man, representing the very organization, best fitted to lead the movement.

The spirit of graft, which permeates so many other phases of the social fabric, is rampant in the field of sport. It is termed graft, but, called by its proper name, it is no less than the meanest and most despicable form of sneak thievery. The desire to "beat the rules" or "beat the referee" probably never will be snuffed out, but the men who engage in it—the men who compete in events to which they are not eligible, who

ride under assumed names and who resort to other disreputable practices and whose hands are always out—they should be made to understand that they are looked upon as the sneak thieves that they are in fact. It is now too generally the habit to view such trickery in the light of cleverness. Men who would not think of using a jimmy or of putting their hands into an open window and filching that which does not belong to them have little or no compunction about resorting to similar dishonorable methods to steal a prize which stands for honor.

If a man should ring true in anything he should ring true in sport. When he fails to do so, he should have the brand placed upon him. Sport should be conducted for sport's sake, not for the benefit of the box office, as is now generally the case, and the man who cannot play fair should not be permitted to play at all in any sport. Sport stands for honor. It should be kept honorable. It should not be permitted to be a refuge of seekers of ill-gotten gains who find that it holds such splendid chances of "getting off with the goods" without risk of jail and small risk of reputation, and who does not consider himself a thief because he does not crack a safe or enter a second story window. But he is a thief—a mean thief, and when this view of it is spread he will begin to realize the enormity of his offence.

Recognizing the Motor Bicycle.

Signs are not wanting that the long delayed and oft prophesied increased demand for motorcycles is at last in sight. The books of the manufacturers who have more zealously devoted themselves to the little machines bear witness to the fact. Practically all of them show substantial gains. This, however, is known only to insiders; the great, green public knows nothing of the records of the producers, and cares less. That the public, however, is now really sitting up and taking notice the increased attention paid to motorcycling by the newspapers is evidence.

The turning point appears to have been reached when Stanley T. Kellogg on a 3-horsepower motor bicycle climbed Mt. Washington within three-fourths of a second of the fastest time made by an automobile—a 60-horsepower racing car. It was such an astounding feat that it absolutely compelled attention. It attracted the notice of many thousands of those who had small idea of the capabilities of the little machine. Further notice of the same nature was sup-

plied by the F. A. M. endurance contest from New York to Waltham, which occurred on Monday last. Nothing has shown so clearly the state of reliability that the motor bicycle has attained.

The mere fact that twenty-six of the forty-four starters obtained perfect scores and that eight others finished well within the time limit of twenty-four hours does not tell the whole story, for of the eight men that failed four are known to have been put out of the running by accidents, while a fifth reached Waltham outside the twenty-four hour limit. Of those who survived but two are known to have had engine troubles, and in no case did such troubles prove of more than momentary inconvenience. The chief concern of those who earned perfect scores was not how to cover the 250 miles in sixteen hours and twenty minutes, but how not to complete the distance in very much less than the allotted period of time. Thinking men cannot long remain insensible to the little vehicle that makes such performances possible.

The motor bicycle is ready for the public, and unless all signs fail the public is now really ready for the motor bicycle, and the problem, so far as the manufacturers of the better machines are concerned, will be not to produce machines, but how to produce them fast enough to even begin to keep pace with the demand. There is nothing in the form of a boom in sight, but there is every indication of a healthy and substantial growth. If there ever comes a real boom, which heaven forefend, it will come only when the price is very considerably reduced, of which there is no sign on the horizon.

One of the signs which has marked the restoration of the bicycle to a resemblance of its old time favor has been the increased amount of touring this season. During the last two or three years, the observer of the traffic of the country road has been called upon to note frequently the paucity of bicycles on the open highway. In every locality there has been a diminution of the use of the machine, even the staunch retainers, who ever remain true to the old love, seeming to be in the background. With the opening of the present vacation season, however, there has been a marked change for the better. Not only in the vicinity of the great cities, but in the country, miles from those centres, has been heard with pleasing frequency the quiet whirr of the wheels and the crunch of the rubbers on the gravel.

RACING IN A SWEAT BOX

First Indoor Meet at Madison Square Garden
—MacLean's True Sportsmanship.

About 5,000 people sat and squirmed while they sweltered and swore at the first indoor race meet at Madison Square Garden, New York City, last Monday night, 7th inst. Possibly there were a few who did not give vent to their feelings in an explosive "damn," but no doubt those who did not, felt like it. Whew! but it was hot.

It was the first indoor race meet that has been held in New York City this summer, and the promoters had been getting the big amphitheatre in readiness all week. But they evidently did not find time to install those "immense suction fans" that were promised in the press agent's alluring advance reports. Any way, they were lacking.

The five thousand or more people who journeyed to the Garden Monday night expecting to find it as cool as Coney Island, Brighton Beach or other resorts certainly noticed the difference as soon as they felt the torrid blasts on entering the vast arena. Bohemianism was apparent. Nearly every man had his coat off in less time than it takes to tell, while a few of the gallery gods divested themselves of coats, collars and neckties—those who had any.

Thirst dispersers and programme vendors did a rushing business. Mingling with shouts of "Go on, Root!" "Hit it up, Kramer!" "Jump him, Fenn!" emanating from the "fans" packed around the arena rail, came cries of "Fill 'em up, Jack!" "Hurry up that milk punch!" "Quick, two beers!" etc., from the boxes. It was not long before the programme boys discovered a dual use for the printed cardboard sheets, and their cry was: "Get a programme of all the riders! Use it for a fan!" Needless to add, the available supply was soon exhausted.

The racing itself was good, and this fact kept the spectators from leaving the inferno-like Garden to seek cooler regions. Naturally the circuit championship event was the feature, although the motor-paced race between Hugh MacLean, of Chelsea, Mass., and Floyd McFarland had been heralded as "the" event. Had it not been for the final heat, the half-mile championship event would have been a laughable farce. As usual, it was run in preliminary heats and semi-finals, with two riders to qualify. In the preliminary heats, with the exception of the fourth, only two riders lined up, so that as far as qualifications were concerned the men need not have given the exhibition.

In the first semi-final heat Oliver Dorlon, William Lee, John Bedell and George Schreiber were the contenders. Dorlon and Bedell qualified. Time, 1:05 1-5. Frank Kramer had the pole in the next heat, with Joe Fogler second, W. S. Fenn third and E. F. Root fourth. Fogler started to unwind a sprint

from the crack of the gun, but Fenn bent low over his handlebars, overhauled and passed the Brooklyn rider in the third lap. Then Kramer came up alongside Fenn, and the heat became a match between these two rivals. In a fair and square sprint Fenn, the Bristol blacksmith, beat Kramer to the tape, much to the latter's chagrin.

Kramer and Fenn had, two weeks previous, each made a statement that during the season neither would team with any other rider, but ride on his individual merits. Evidently Kramer became alarmed at Fenn's phenomenal speed, for when they lined up for the final heat the national champion announced a "tie-up" with Dorlon. Dorlon pulled Kramer for three and one-half laps, and the combination proved too great for the plucky little Bristol rider to overcome, for Kramer beat him at the tape by two feet. The time was 0:57 4-5.

Hugh MacLean won the plaudits of the crowd by his display of rare sportsmanship in the ten-mile motor-paced match race with Floyd McFarland. At five miles seven laps "Long Mac's" chain parted company with itself, and MacLean, who was leading, could have claimed the race then and there, but the popular Chelsea rider is a "stickler" for fair play, and he announced that he would wait for McFarland and finish the race. Although the lanky Californian showed improved form, MacLean had little difficulty in defeating him. At the tape the Chelsea man had gained a lead of over 70 yards. The time for the ten miles was 17:42 3-5. "Billy" Saunders paced MacLean and Charles Turville handled the motor for McFarland.

The half-mile novice did not belie its name in the least, although many of the starters had long since won the coveted first place. Investigations are to take place later, it is said. Otto J. Steih finished first, with J. T. Halligan second. Charles Martin rode a plucky race and finished third. Time, 1:08 3-5. Charles M. Sherwood, who has transferred his affections from the Pellet Team to the Roy Wheelmen, finished first, with James Zanes, National A. C., a close second. W. J. Kluczek was third. Time, 4:23 1-5. Charles Franks won the lap prize.

Edward Rupprecht and Charles Sherwood started from scratch and rode a great race in the two-mile amateur handicap. W. A. Penn, the "little black" man, finished third, although R. S. Lewis, of the Ramblers B. C., of Buffalo, nearly caught the dark one at the tape. The other Buffalo rider to measure strides with the New York aggregation was McCracken, of the same club. McCracken won the first heat by a pretty sprint, but was shut out in the finals.

Owing to the small field of starters, the one-mile handicap for professionals was run in one heat. Oliver Dorlon, scratch, finished first, with John Bedell, 35 yards, hugging his rear tire. Joe Fogler, 60 yards; E. F. Root, 35 yards, and George Schreiber, 60 yards, were bunched at the tape and finished in the order named. Summaries:

Half-mile, novice.—First heat—Won by J.

T. Halligan, Greenpoint; time, 1:10 2-5. Second heat—Won by Otto J. Steih, New York; time, 1:09. Third heat—Won by Charles Martin, New York; time, 1:10 4-5. Fourth heat—Won by Joseph Sabini, New York; time, 1:12. Fifth heat—Won by Ben Bugliero, New York; time, 1:09. Final heat—Otto J. Steih, first; J. T. Halligan, second; Charles Martin, third. Time, 1:08 2-5.

Half-mile, professional, for points in national circuit championship.—First heat—John Bedell, Lynbrook, L. I., first; George Schreiber, New York City, second. Time, 1:11 1-5. Second heat—Oliver Dorlon, Manhattan Beach, first; W. R. Lee, New York, second. Time, 1:04 3-5. Third heat—W. S. Fenn, Bristol, Conn., first; E. F. Root, Boston, second. Time, 1:14 1-5. Fourth heat—Frank Kramer, East Orange, first; Joe Fogler, Brooklyn, second. Time, 1:11 4-5. First semi-final heat—Dorlon, first; John Bedell, second. Time, 1:05 1-5. Second semi-final heat—Fenn, first; Kramer, second. Time, 1:04 4-5. Final heat—Kramer, first; Fenn, second; John Bedell, third; Dorlon, fourth. Time, 0:57 1-5.

Two-mile open, amateur.—First heat (one mile)—C. A. Sherwood, first; L. J. Weintz, second; J. M. Eiffler, third. Time, 2:10 4-5. Second heat (one mile)—Charles Franks, first; James Zanes, second; H. M. Kuehne, third. Time, 2:09 2-5. Third heat (one mile)—Edward Rupprecht, first; A. Schwenke, second; H. A. Davenport, third. Time, 2:17 2-5. Fourth heat (one mile)—W. J. Kluczek, first; Henry Vanden Dries, second; H. L. Lind, third. Time, 2:10 4-5. Final heat—Sherwood, first; Zanes, second; Kluczek, third. Time, 4:23 1-5.

One mile handicap, amateur.—C. McCracken (45 yards), J. J. Forsythe (75 yards), F. W. Eiffler (90 yards), W. A. Penn (90 yards), Charles Franks (scratch), C. J. Jacobs (105 yards), Edward Rupprecht (scratch), A. Schwenke (60 yards), R. S. Lewis (75 yards) and C. A. Sherwood (scratch) qualified. Final heat—Edward Rupprecht, first; C. A. Sherwood, second; W. A. Penn, third. Time, 2:07 1-5.

One-mile handicap, professional.—Oliver Dorlon (45 yards), first; John Bedell (35 yards), second; Joe Fogler (60 yards), third; E. F. Root (35 yards), fourth; George Schreiber (60 yards), fifth. Time, 1:56 3-5.

Ten-mile motor-paced match race between Hugh MacLean, Chelsea, Mass., and Floyd McFarland, San Jose, Cal.—Won by MacLean. Time by miles—1:38; 3:22 1-5; 5:02 3-5; 6:42 2-5; 8:22 1-5; 10:06 2-5; 11:48 3-5; 13:29 2-5; 15:03 4-5; 17:42 3-5.

How Lamps Pay for Care.

It goes without saying that a lamp will burn more brightly when it has plenty of attention paid to it in the way of filling and cleaning than it will if it is left to itself except in time of need. Its light tells for more when the reflector is kept clean and bright, and consequently it never pays to let the little headlight get foul simply because one is seldom out at night, or because it will "work" as it is. It takes but a few minutes to see that the font is full, and to wipe off the "sweat" with a bit of waste. If it be kept packed with a bunch of waste, or even with a wad of cotton batting, the oil will not stop out, and the action will be in no way impaired, while by rubbing a thin coating of grease over the reflector, and stuffing a "wisp" of waste into the space above the burner, dust will be excluded, and tarnish and rust staved off indefinitely. To put the lamp in thoroughly good order, takes almost no time at all, and it is a task which will be well appreciated when lighting time comes.

THIRTY-FOUR SURVIVE ENDURANCE CONTEST

Perfect Scores for Twenty-Six Participants in the 250-Mile Run from New York to Waltham, Preliminary to the F. A. M. Meet—Exciting Experiences of Some of the Contestants.

Forty-nine entrants, forty-four starters, thirty-four survivors, twenty-six of them with perfect scores entitling them to gold "bull's-eye" medals—this is, in brief, the story of the fourth annual motorcycle endurance contest, conducted this year by the Federation of American Motorcyclists and which occurred on Monday, 7th inst. The course was from New York to Waltham, Mass., the scene of the F. A. M. annual meet, of which the contest was the prelude. To earn the "bull's-eyes" the riders were required to cover the 250 miles in not less than 16 hours and 20 minutes and not more than 16 hours and 35 minutes—a rate slightly in excess of fifteen miles an hour—without exceeding the time schedule at any of the intermediate controls: Bridgeport, 70 miles; Hartford, 132 miles; Springfield, 159, or Worcester, 211 miles.

PEACE MAKER AND PACE MAKER.

The start and the scenes preceding it at 3 a. m. from the New York Motorcycle Club were interesting. Until midnight Control Manager Bridgman and his assistants, H. Jehle, A. Krueder and H. H. Glade, had their hands full affixing and stamping lead and wire seals around the cylinders of the motors and pasting numbers on the gasoline tanks. About an hour before the start some of the residents of the vicinity became deeply interested—so deeply, indeed, that one of them telephoned the police that his sleep was being disturbed and requested a detail to suppress the noise. The noise was due to the "testing out" of the machines, some of them with mufflers open. Two cops appeared in response to the request, and one of them accused an intending starter of shouting loudly. The argument became heated, the lie was passed and motorcyclist and copper were squaring off when the redoubtable Roundsman Casey, on his motor bicycle, who had appeared with a detail of ten bicycle policemen, took a hand. He ordered the quarrelsome officer and his partner off the scene. They went. Casey, who himself carried no lamp, let it be known that any starter minus a lighted lamp would be "run in." Several had come unprovided, but under the mellowing influence of a ride on the Indian tricar Casey revoked his "mandate." When the word was given at exactly 3 o'clock the forty-four machines started like clockwork, with the roundsman and the official pilots, Jehle and Krueder, at their

head. They paced them at a fair rate on the detour up Lafayette Boulevard and back to Central Bridge, where Casey shouted a cordial "Good luck to you all!" He proved a very useful pacemaker; the other cops, who had been stationed at various points on the route, were of real assistance in properly directing the tail enders. The assistance was needed, for a wet, heavy fog enshrouded the land and rendered the landmarks invisible. Casey's "goodby" was the signal to throw open throttles. They were opened wide, and for two hours at least there were weird sights and weirder sounds on the old Boston Post Road—faint sounds as of the discordant rattle of machine guns or giant firecrackers which came nearer, nearer, nearer and grew louder, louder, louder. An occasional glimmer of light or the squawk of a horn marked its coming; then a phantom in the fog—a succession of phantoms—flew past like devils possessed, and almost instantly were lost in the thick gloom, while the pop, pop, pop grew fainter, fainter, fainter until it was heard no more.

PHANTOMS FLYING AT DAWN.

When the sun attained strength enough to lift the fog it was seen that the phantoms were men on motor bicycles who yet looked more like phantoms. The fine powder of the road had covered them from head to foot and the fog had pasted it there. There was a call for water and whiskbrooms when Bridgeport was reached. Officially that control point was not reached until 7:30 a. m. As a matter of fact, most of the contestants were within the limits of the town long—60 minutes or more—before that hour. Their instructions had warned them against appearing in sight of the control itself until the proper moment, and they obeyed the instructions. Not one of them exceeded the schedule at a single station. But several of them safely deposited their machines out of sight and dodged into the towns for food or drink or what not. Human ingenuity is perverse when rules are to be reckoned with.

SOME INDIAN CRAFTINESS.

At Bridgeport the craftiness of the Indian head and hand, so often apparent, was shown again. While the others took turns awaiting the replenishment of oil and fuel "Braves" Sherman and Pieper were there with supplies and quart measures and funnels of their own for the use of the representatives of the "tribe"; it was not intended that they should lose a single valuable minute. There was also food and coffee for them and for all

others who would partake thereof. The Indian hand was not selfish, and few there were who did not praise it. At each control there appeared also the chief Thoroughbreds, W. F. Remppis and F. B. Widmayer, each with a watchful eye and a helping hand for the Thoroughbreds. And at each control, too, were Arthur Smith or one of his staff, each with G & J tires and inner tubes. They saved more than one perfect score. For the puncture demon was rampant that day and held high carnival. He selected the gentlemanly Jenkins for his first victim before even Roundsman Casey had waved goodbye. It is not wholly fun to repair a tire in a dense fog before daylight. But Jenkins, who later was bowled out by the Massachusetts sand and who twice before was halted by punctures, was not the only sufferer. The road to Bridgeport and beyond was dotted with them.

FELL BY THE WAYSIDE.

But two men, however, went down and out between New York and Bridgeport. Dr. J. George Sauer, New York (Indian), was one of them. He was reported to have broken a shoulder blade. When called up at his office in New York Friday, Dr. Sauer refused to state whether or not he had broken his shoulder blade. He admitted, however, that he met with the accident when going out Pelham Parkway, New York City. "Just tell the boys that I am feeling fine," said Dr. Sauer. "My only regret is that I could not be with them at Waltham." The only other accident of moment occurred to W. F. Mann, of Yonkers, N. Y. (Indian). He had been delayed by two punctures, and while trying to make up lost time he was thrown violently in crossing a car track near Mianus, Conn. His scalp was laid open and his shoulder wrenched, and later he discovered a broken rib, but after having his wounds dressed he pluckily kept on, and, though several hours behind, reached Waltham at 10:55 p. m., well within the twenty-four hours necessary to secure a survivor's medal, even though it will be minus the coveted gold "bull's-eye." H. Cassidy, Addison, N. Y. (Rellance), was the other unfortunate who failed to report at Bridgeport.

The run from Bridgeport to Hartford thinned the ranks of William Allen, New Haven, and Frank O. Erleson, Brooklyn, both of whom rode Thoroughbreds. Erleson was engaged in a brush with several others when he struck a soft spot in the road and fell with a thud. The man himself escaped with a badly bruised leg, while a broken front

SUMMARY OF THE F. A. M. ENDURANCE CONTEST.

Competitor.	Residence.	Machine	H. P.	Tires.	Brake.	Arrived at Bridgeport (70 miles). Due 7:30- 7:45 a. m.	Arrived at Hartford (132 miles). Due 11:36- 11:51 a. m.	Arrived at Springfield (159 miles). Due 1:21- 1:36 p. m.	Arrived at Worcester (211 miles). Due 4:47- 5:02 p. m.	Arrived at Waltham (250 miles). Due 7:20- 7:35 p. m.
J. F. McLoughlin.	New York City.	Tribune	2 1/2	G. & J.	Corbin.	7:30	11:34	1:25	4:49	7:20
Geo. Wagner.	St. Paul, Minn.	Wagner	3	Fisk	Corbin.	7:30	11:40	1:28	4:56	7:20
F. M. Dampman.	New York City.	Indian	1 1/2	G. & J.	Corbin.	7:30	11:37	1:21	4:49	7:20
G. H. Curtiss.	Hammondsport, N. Y.	Curtiss.	5	G. & J.	Morrow.	7:30	11:37	1:21	4:49	7:20
C. Leonard Waters.	Buffalo, N. Y.	Curtiss.	5	G. & J.	Morrow.	7:30	11:38	1:21	4:48	7:20
J. J. O'Connor.	Hartford, Conn.	Indian	1 1/2	G. & J.	Corbin.	7:30	11:37	1:25	4:47	7:20
James N. Boyce.	New Haven, Conn.	Thoroughbred	1 1/2	G. & J.	Thor.	7:30	11:38	1:22	4:57	7:20
James E. Malone, jr.	Brooklyn, N. Y.	Indian	1 1/2	G. & J.	Corbin.	7:30	11:38	1:25	4:50	7:20
Walter S. Harper.	Reading, Pa.	Thoroughbred	1 1/2	G. & J.	Thor.	7:30	—	1:30	4:50	7:20
J. I. Brandenburg.	Brooklyn, N. Y.	Thoroughbred	1 1/2	G. & J.	Thor.	7:30	—	1:32	4:52	7:20
H. S. Lyons.	New York City.	Wagner	3	Fisk	Corbin.	7:30	11:41	1:35	4:54	7:20
Geo. V. Lyons.	New York City.	Wagner	3	Fisk	Corbin.	7:30	11:40	1:32	4:49	7:20
Wm. G. Schaeffer.	Reading, Pa.	Thoroughbred	1 1/2	G. & J.	Thor.	7:30	11:38	1:29	4:51	7:20
A. S. Noonan.	Rome, N. Y.	Reliance	1 1/2	Palmer	Corbin.	7:30	11:38	1:22	4:50	7:20
F. A. Baker.	Brooklyn, N. Y.	Indian	1 1/2	G. & J.	Corbin.	7:30	11:38	1:21 1/2	4:48	7:20
Geo. N. Holden.	Springfield, Mass.	Indian-Tri-car	1 1/2	G. & J.	Corbin.	7:30	11:38	1:21	5:13	7:20
A. M. Brackett.	Springfield, Mass.	Indian	1 1/2	G. & J.	Corbin.	7:30	—	1:29 1/2	4:48	7:20
J. Derosier.	Springfield, Mass.	Indian	1 1/2	G. & J.	Corbin.	7:30	11:38	1:22	4:53	7:20
Stanley T. Kellogg.	Bridgeport, Conn.	Indian	1 1/2	G. & J.	Corbin.	7:30	11:38	1:21	4:47	7:20
Oscar Hedstrom.	Springfield, Mass.	Indian	1 1/2	G. & J.	Corbin.	7:30	11:37	1:21	4:47	7:20
Fred C. Hoyt.	Boston, Mass.	Indian	1 1/2	Dunlop	Corbin.	7:30	—	1:21 1/2	4:47	7:20
Theo. K. Hastings.	Brooklyn, N. Y.	Metz	1 1/2	G. & J.	Thor.	7:30	11:38	1:21 1/2	4:51	7:20
Edward Buffum.	Toledo, Ohio.	Yale-California	2	G. & J.	Corbin.	7:30	11:37	1:28	4:50	7:20
F. R. Dickinson.	Waltham, Mass.	Metz	1 1/2	G. & J.	Thor.	7:30	11:38	1:22	4:47	7:25
Harold H. Brown.	Boston, Mass.	Indian	1 1/2	G. & J.	Corbin.	7:30	11:38	1:25	4:49	7:30
S. J. Chubbuch.	Toledo, Ohio.	Yale-California	2	G. & J.	Corbin.	7:30	11:37	*1:51	4:50	7:31
A. B. Coffman.	Toledo, Ohio.	Yale-California	2	G. & J.	Corbin.	7:30	11:37	1:28	4:50	7:31
L. E. French.	Cambridge, Mass.	Metz	1 1/2	G. & J.	Thor.	7:30	11:38	1:21	4:47	7:32
Hy. J. Wehman.	New York City.	Curtiss.	5	G. & J.	Morrow.	7:30	11:38	1:22	5:16	7:37
E. W. Goodwin.	New York City.	Indian	1 1/2	G. & J.	Corbin.	7:30	11:38	1:26	4:51	*7:46
Dr. F. A. Roy.	Brooklyn, N. Y.	Wagner	3	Fisk	Corbin.	7:30	11:41	1:28	4:53	*8:29
W. F. Mann.	Yonkers, N. Y.	Indian	1 1/2	G. & J.	Corbin.	—	*2:27	—	—	*10:55
H. A. Gleisman.	New York City.	Rambler	1 1/2	G. & J.	Corbin.	7:30	11:37	*2:08	—	*11:46
Jos. Staudinger.	New York City.	Thoroughbred	1 1/2	G. & J.	Thor.	7:30	11:38	*1:54	—	*12:00
W. H. Ives.	Addison, N. Y.	Reliance	1 1/2	Fisk	Corbin.	7:30	11:38	1:23	4:52	—
F. J. Phillips.	Bradford, Pa.	Holley	3	Dunlop	Corbin.	7:30	11:38	*2:38	—	—
Conrad G. Andes.	New York City.	Thoroughbred	1 1/2	G. & J.	Thor.	7:30	11:38	*1:46	—	—
Geo. P. Jenkins.	New York City.	Marsh	3	G. & J.	Corbin.	*7:49	*12:05	1:31	—	—
P. W. Wilcox.	New York City.	Marsh	3	G. & J.	Corbin.	7:30	11:38	1:24	—	—
J. P. Thornby.	New York City.	Indian	1 1/2	G. & J.	Corbin.	*8:15	*1:50	*3:29	—	—
Frank O. Erlson.	Brooklyn, N. Y.	Thoroughbred	1 1/2	G. & J.	Thor.	7:30	—	—	—	—
William Allen.	New Haven, Conn.	Thoroughbred	1 1/2	G. & J.	Thor.	7:30	—	—	—	—
J. George Lauer.	New York City.	Marsh	3	G. & J.	Thor.	7:30	—	—	—	—

*Behind schedule time. †Goodrich.

wheel and fork put his mount out of commission.

TWELVE MILES OF SANDY TRAIL

Although there is some comparatively poor road on the route between Hartford and Springfield, there were no failures between those controls. But between Springfield and Worcester—that's a very different story! It was there that the history of the contest was written. Between those cities the highway falls from the heavenly to the hellish—from the magnificent, smooth macadam State road to a trail through the forest very much as the original Indians left it. Near Palmer, and again near Warren, there are long stretches of shifting sand—there are twelve miles of it, some miles with furrows, others with deep furrows; that is, wheel tracks, and where they were deep they are a pedal deep and nicely banked on either side. Fred Hoyt and a few wonderful riders like him who knew the road and who are able to fairly skate over such sand, seemed not to mind the conditions, but the great majority had tales to tell. When they were not wallowing or cavorting in the centre of the trail, they were scraping the sides of the deep furrows, which scraping usually ended in a spill more picturesque than harmful.

WEHMAN'S GROUND AND LOFTY TUMBLING.

If the men escaped injury not all of the machines were as fortunate, and Hoyt though he skimmed the sand and ruts like a bird did not altogether escape misfortune. He carried his purse in his hip pocket and it jolted out; he never saw it again. The jolt cost him exactly \$45. Of all the contestants who ploughed the sand, Henry J. Wehman, secretary of the F. A. M., undoubtedly had the most strenuous experience. He rode a big two-

cylinder Curtiss, weighing nearly as much as himself, and fitted with great long handlebars required for his position away back over the rear wheel. The position served to lift the front wheel off the ground and Wehman had his troubles from the moment he struck the sand. He slipped and slid and slewed and slewed and slid and slipped and then did it all over again, punctuating his antics with ground and lofty tumbling and much pedestrianism. He spilled, according to his count, twenty-three times in all. It was hard, hot, exhausting work pushing the heavy machine in the sand, so hot that he threw away his coat, his vest and his collar. Finally he offered a countryman \$5 to cart him out of the mess, but the countryman refused the money, and "the best secretary the F. A. M. ever had" finally walked out of the sand onto the hard road, emerging with a handlebar with a broken stem, and held in place only by the extended forksides. Once on firm ground he "nit it up," and though late at Worcester, he reached Waltham within the two minutes allowed for variation of watches. Jenkins, of New York, went down and out in the sand. He broke his controlling lever and tore his "panties" so badly that when he walked back to Palmer he was in danger of arrest for indecent exposure. W. H. Ives (Reliance) worried through the sand and reached Worcester late, but the effort was so exhausting that he was "all in" when the splendid roads beyond were reached, and succumbed to tired nature.

Of all those in the contest, the work of George N. Holden was the most remarkable, and excited the admiration of even his fellow contestants. "I don't see how he was able to do it," was the form which their admiration usually took. Holden operated the Indian tri-car with Bert Barrows, a man of his

own weight, 140 pounds, as a passenger. He easily held his own on the good roads, tire troubles and a strained coil, being the sum total of his annoyances. In the Palmer sand he broke an inlet valve. But how he ever steered through and survived it is almost past understanding.

PROCESSION INTO WALTHAM.

The finish was interesting. The Waltham streets in the vicinity of the control were literally congested with humanity. The police were required to keep open a narrow line for the contestants and had no small job doing so. Out of sight about a mile away, the men had been coming in and waiting for the minimum time limit to expire. A few moments before that time and as darkness fell, they all remounted and what the crowd saw was a yellow cloud of twenty-three dust-covered riders and machines slowly, but noisily rolling its way to the line. At its head were the khaki-clad Holden and Barrows in the tri-car, a post of honor richly earned, and in the nature of a tribute tendered by their fellows. Their khaki-clad mates, Hedstrom, Hoyt and the others from Springfield, were behind them, as was the Yale team, Buffum, Coffman and Chubbuch also in the yellow hued costumes and comingling were the six-foot-four O'Connor (Indian), fresh and so fair that he scarcely showed the sunburn; F. M. Dampman, James E. Malone, jr., F. A. Baker and Stanley T. Kellogg all riding Indians; George Wagner, H. S. Lyons and George Lyons, constituting the Wagner team; James N. Boyce, Walter Harper, J. I. Brandenburg and William G. Schaeffer, on Thoroughbreds; G. H. Curtiss and Leonard Waters, of the Curtiss team; W. H. Ives, Reliance; Theodore K. Hastings, Metz (with-

out his camera), and Dr. J. F. McLoughlin on the only Tribune in the run.

All were timed as finishing at 7:20 p. m., the exact moment at which they were due. Thereafter the late comers drifted in in ones and twos, the last man coming in in the quiet of daybreak the next morning. He was C. G. Andes, of New York (Thoroughbred). He had lost a nut off the interior of his carburetter, and had had hours of trouble. His mate, Joseph Staudinger, who suffered battery troubles, helped him as best he could until 10 o'clock, when near Westboro, Andes, too worn and weary to care what happened, lay down in the woods and fell asleep. He came into Waltham at about 5 o'clock Tuesday morning, two hours outside of the twenty-four hour limit. Although he completed the full distance, he does not figure as a survivor, and receives no award.

Of the men who failed to earn perfect scores other than those whose tardiness has been explained, S. J. Chubbuch (Yale), punctured nearing Springfield, and was not able to do justice to the food and drink which the generous Springfield Motorcycle Club had in waiting for each arrival. E. W. Goodwin (Indian), overheated, but made up lost ground and then missed the gold "bull's eye" in a peculiar way. The watch on his handlebar had been affected by the racket and unknown to him had lost nearly thirty minutes. Dr. F. A. Roy (Wagner), lost his way in Worcester and H. A. Gliesman (Rambler) first punctured and then shed a chain in the Palmer sand and had to go back to find it.

Texts for Sermons to Cyclists.

In a fit of sheer desperation, fearing that he would lose his job unless he "ground out" some copy, the cycling editor of a London daily hunted up his long forgotten Bible, brushed half an inch of dust from the covers and unearthed some texts suitable for cycling sermons. The result of his labor follows:

"Mark iv, 28—And some fell by the way-side.

"Is. v, 28—And their wheels like a whirlwind.

"Eccl. ix, 11—The race is not to the swift.

"Matt. xiv, 24—The wind was contrary.

"Jas. v, 17—And he prayed earnestly that it might not rain.

"Luke xii, 58—When thou goest with thine adversary to the magistrate.

"Matt. xxv, 8—Our lamps are gone out.

"Prov. iv, 25—Let thine eyes look right on, and let thine eyelids look straight before thee.

"Ps. cxix, 17—Hold thou me up and I shall be safe.

"Eccl. iii, 3—A time to break down.

"Luke x, 4—Salute no man by the way.

"Matt. v, 41—Whosoever shall compel thee to go a mile with him, go twain.

"Job xxiii, 10—He knoweth the way that I take.

"Gen. xiv, 24—See that ye fall not out by the way.

"Prov. xxiv, 17—Rejoice not when thine enemy falleth.

"Eccl. iv, 9-10—Two are better than one . . . for if they fall, the one shall lift up his fellow.

WHIRLWIND RIDE BY CURTISS

Brilliant Work in the Handicap Road Race at the F. A. M. Meet.

G. H. Curtiss, of Hammondsport, N. Y., riding a 5 horsepower two-cylinder motor bicycle of his own manufacture, won a double-headed victory in the 25 miles handicap road race which constituted the forenoon feature of the F. A. M. meet at Waltham on the 9th inst. Starting from scratch and giving away handicaps up to ten minutes, he accounted for both first place and time prize and did so with lots to spare. His time, 34:21 1-5, speaks for itself.

The way Curtiss rode made the hair stand on the heads of even those who fancied themselves hardened. He traveled like a human whirlwind and with reckless daring that was a wonder to behold. The course was a circuit of five miles, and though the leaders had completed one lap before he was sent away, he was in front on the fourth round. There were several sharp turns to be made, but Curtiss never faltered. His victory was a popular one.

While the knowing ones were not startled by Curtiss's double win, they rubbed their eyes when S. J. Chubbuch, Toledo, Ohio, on a 2 horsepower Yale-California, finished second. It was the first appearance of that machine in speed work in the East, and the pace it developed under both Chubbuch and A. B. Coffman, the latter of whom finished fourth, was something of a revelation.

The men who used racing tires paid the penalty. Stanley T. Kellogg (Indian) was one of them. He was moving at a pace certain to land him near the front when, on the third lap, he suffered a puncture. J. Derosier, another of the "tribe," was bowled out by the same cause. A. S. Noonan, Rome, N. Y. (Indian), flew wide on a turn and charged into a stone fence. He escaped unhurt, which was not true of his machine. Of twenty-two starters, but seven completed the full distance. W. T. Marsh, on a powerful 4 horsepower Marsh, was one of them. He ran into sixth place, although he had run out of gasoline, and to finish had been compelled to confiscate the contents of the tank of a machine at the roadside. The summary:

1. G. H. Curtiss, Hammondsport, N. Y.,	5 h. p. Curtiss, scratch.....	34:21 1-5
2. S. J. Chubbuch, Toledo, Ohio, 2 h. p.	Yale-California, 7½ minutes.....	45:35
3. E. W. Goodwin, Brooklyn, N. Y., 1¾	h. p. Indian, 6 minutes.....	45:35
4. A. B. Coffman, Toledo, Ohio, 2 h. p.	Yale-California, 7½ minutes.....	47:45
5. Geo. Wagner, St. Paul, Minn., 3 h. p.	Wagner.....	44:15
6. W. T. Marsh, Brockton, Mass., 4 h. p.	Marsh.....	57:06
7. P. E. Roland, Waltham, Mass., 2¾ h. p.	Orient.....	64:25

Leake's Flery Race.

A five-mile motorcycle race formed one of the features of the automobile race meet at Detroit, Mich., Monday, 7th inst. Eight machines were sent off, Hamilton Carhart having the honor of starting from scratch.

Considerable excitement was created when, in some unaccountable manner, the gasoline tank of E. Leake's machine, caught fire. Down the far turn the rider swept enwrapped in a cloud of flame. By a dexterous aim with his cap, Leake put out the blaze, but not until he was well singed. He pluckily continued the race and finished last. Carhart overhauled the long markers at the three-mile post and finished half a lap ahead. Oscar Kratz, 30 seconds, crossed the tape second, and T. B. Chadwin, 45 seconds, was third. Time, 7:33. M. Canutson (6:30), M. Blackwell (6:45), Kenneth Crittenden (6:45), Q. Lutz (1:00) and E. Leake (1:00) followed across the tape in this order.

Many Entries for Road Race.

Judging by the number of entries that are coming in with every mail, the twenty-mile road race of the Century Road Club Association, on Long Island roads, Sunday, 27th inst., will be the biggest event to be promoted by the association this season. William Blum, of Chicago, and George Wiley, of Syracuse, are among the crack road riders who are expected to line up with the scratch bunch. Oscar Goerke, who is now in Salt Lake, is expected back in time for the event. A long string of prizes has been hung up. Entries close August 25 with Emil Greenbaum, secretary race committee, 1745 Broadway, Brooklyn, N. Y.

"Tom" Butler Seriously Hurt.

"Tom" Butler, the well-known track rider, and a brother of "Nat" Butler, was perhaps fatally injured at Helena, Mont., last Wednesday, 9th inst. This season Butler, under the pseudonym of Volo the Volitant, went out with the Barnum & Bailey circus, with a "loop-the-gap" act. On his turn Wednesday afternoon, Butler failed to cover the forty-foot gap and struck the platform, fracturing his skull and sustaining internal injuries, from which he may not recover.

Orange Wheelmen to Disband.

After an existence of nine years, the Orange Wheelmen, of Orange, N. J., will disband next week. The club was organized by the late Charles E. Metcalfe, and for a time the organization enjoyed a rosate existence, most of the prominent cyclists of the Oranges being enrolled as members.

Motorcyclists Declare Independence.

The British motorcyclists who permitted themselves to be tied to the tail of the ruling automobile organization have finally rebelled, and their own organization is striking out on its own account. The first move has been to refuse to ask the automobile club for sanctions, which, it is stated, "means war to the knife."

Kramer-Fenn Race Postponed.

Rain caused a postponement of the \$500 match between Frank Kramer, national champion, and W. S. Fenn, who aspires to that honor, which was to have been held at Valsburg last Tuesday night. The riders will have a chance to fight it out next Tuesday night, August 15.

PROSPECT HILL A "TERROR"

Kellogg Wins F. A. M. Hill Climbing Contest—L. E. French First in Open Event.

It may be that there are hills worse than Prospect Hill in Waltham, Mass., but it is extremely improbable that they ever will be employed for a hill climbing contest for either man, beast or machine. The Waltham protuberance is about "the limit" in that direction. It was the scene of the contest on Tuesday morning, the 8th, that marked the opening of the competition at the F. A. M. meet, and more than fulfilled expectations.

Stanley T. Kellogg, "the hero of Mount Washington," carrying some 13 pounds of shot in his coat pockets to weight himself up the required 135 pounds, won the event for single cylinder machines, and L. E. French the open event. It required some such training as the ascent of Mt. Washington afforded and such daily practice as French—who lives in Waltham—obtained in order to reach the summit of Prospect Hill in fast time, with bones and machines unbroken.

A cartoonist of the Boston Post visited the scene and then reduced his exaggerated impressions to black and white. They are shown by the accompanying illustration. The picture made an emphatic "hit." The hill is not so very unlike what the pen and ink artist has portrayed it. It certainly is a "terror" and a "hair raiser" combined. It seems to have reared itself up from the ground, and that schoolboys then romped to the top and by the shortest route possible left a trail after which a man—certainly not an engineer—came along and sprinkled stones and gravel enough to give it the appearance of a road. It is little more than wagon-width. It is nine-tenths of a mile long, and the grades are said to vary from 5 to 19 per cent. The figures may not lie, but an ascent of the hill conveys the impression that they do. The pitch is bad enough, but the narrowness of the roadway and the short, abrupt, almost right-angled turns—most of them with a loose surface and all of them presenting the stiffest rises—combine to make the "mound" such as man rarely sees and would go many miles to avoid; he probably would not find its like in 10,000 miles of travel. There are trees and boulders at the roadside, and, to make matters more interesting, to use a mild term, pedaling was prohibited in Tuesday's contest. The ascent at speed on a motor bicycle is a feat and a tribute to a rider's skill and courage and ability as a trick performer. When this is said, all is said. That only three machines were damaged and no one killed or maimed can be attributed solely to divine guidance.

Frank Moore (Marsh), a Boston youngster, who had provoked many smiles and derisive comment during the day by riding around town with his face hidden by a mask, was the first man to try the hill. He did not get

up very far, and quickly disappeared, taking his mask with him. W. A. Estes (Warwick), president of the Waltham Motorcycle Club and one of the hard workers for the meet, was the first man to reach the top. He took the turns in a fashion that showed his familiarity with the grade and made the ascent in 2:06 3-5, which stood as the best time until Kellogg, on his Indian, flew up in 1:55 2-5, which record remained untouched in the single cylinder class. Fred Hoyt (Indian) went up once, but the timers had not been notified, and he had his labor for his pains. At the last sharp turn was a boulder and a clump of trees, on one or the other of which two machines were partly wrecked, when their riders failed to hold the road. On his second trial, Hoyt, who then made the climb



in 2:03 2-5, took the angle at such a pace that it seemed he must go to smash on the huge rock, but with consummate skill and while the spectators held their breath, he fairly lifted his machine back onto the road and reached the top unscathed and with a claim of having been interfered with by a carriage lower down—a claim that served him no purpose. Summary:

Place.	Rider.	Machine.	1st trial.	2d trial.	3d trial.
1.	Stanley T. Kellogg, Bridgeport, Conn.	1 1/2 h. p. Indian	Fell	1:55%	—
2.	Fred C. Hoyt, Boston, Mass.	1 1/2 h. p. Indian	Time not taken	Fell	2:03%
3.	J. Derosier, Springfield, Mass.	1 1/2 h. p. Indian	Fell	2:05%	—
4.	W. A. Estes, Waltham, Mass.	1 1/2 h. p. Warwick	2:06%	—	—
5.	H. A. Gliesman, New York, N. Y.	1 1/2 h. p. Rambler	*	2:18%	—
6.	L. E. French, Amherst, Mass.	2 h. p. Metz	2:22%	Fell	—
7.	A. S. Noonan, Rome, N. Y.	1 1/2 h. p. Indian	2:25%	—	—
	Ralph Wyatt, Brockton, Mass.	3 h. p. Marsh	Fell	—	—
	Frank Moore, Boston, Mass.	3 h. p. Marsh	Fell	—	—
	F. M. Dampman, New York.	1 1/2 h. p. Indian	Fell	2:14%**	—
	Frank O. Ericson, Brooklyn, N. Y.	1 1/2 h. p. Thoroughbred	Fell	—	Fell
	William C. Bowditch, Roxbury, Conn.	1 1/2 h. p. Indian	Fell on last turn	—	—

*Fell 10 yards from finish line.

**Disqualified for pedaling.

In the open event but two men reached the top. Kellogg, riding a two-cylinder Indian, was the first of them. The terrific speed of the big machines made negotiating the turns dangerous work. Kellogg faltered on two of them and failed to equal his time in the single cylinder class. L. E. French (3 1/2 horsepower Metz) took the honors, sailing up with the dash born of acquaintance with

the angles in 1:46 1-5. Fred Hoyt, on a two-cylinder Indian, came within twenty yards of the tape when his chain broke. He was going at a terrific clip, an unofficial watch held by Edward Buffum showing better than one minute at the time of the chain breakage. All of the others either failed or fell. The summary:

1.	L. E. French, Amherst, Mass., 4 h. p. Metz	1:46%
2.	Stanley T. Kellogg, Bridgeport, Conn., 3 1/2 h. p. Indian	1:55%
3.	J. Derosier, Springfield, Mass., 3 1/2 h. p. Indian (pedaled machine on last turn of hill)	2:05%
4.	Fred C. Hoyt, Boston, Mass., 3 1/2 h. p. Indian	Broke chain 100 yards of finish line
5.	W. T. Marsh, Brockton, Mass., 4 h. p. Marsh	fell
6.	Leon Jones, Brockton, Mass., 3 h. p. Marsh	failed

Scared by a "Torpedo" Hub.

"What's in a name?" A bomb would be just as explosive and just as much feared by a ruling head by any other appellation, and so it seems an innocent device has often been mistaken for something dangerous through a misnomer. One of the many "free wheel" hubs for bicycles with which the English market is overrun boasts of the significant title of "Torpedo," and, according to a pretty tale, the name brought about some trouble in a little village in the Bavarian Alps. A young doctor who had recently settled down there had ordered a free wheel hub for his bicycle, which, packed in a box, was gaudily labelled "Torpedo." The owner being out to see his patients, the landlady entered his rooms and there found the box labelled with a name which she considered applied to an explosive bomb used by anarchists. Without waiting or thinking, she rushed down, calling everywhere for help to avoid an awful disaster. The fire brigade was communicated with, and the local volunteers were called upon to assist the firemen in removing the anarchist's weapon. The Mayor of the town heading, the rescue party went to the house, to which the medico had meanwhile returned. Hearing the noise, he went to the window, to be hailed as a prisoner by the Mayor and to receive a cold douche from the firemen. It took the enterprising young M. D. a long time to explain matters to the authorities, which considered anything called "torpedo" as unsuitable for human use.

Party for Good Roads Convention.

O. H. Hammond, president of the Torrington Wheel Club, of Torrington, Conn., has issued an invitation in the name of Highway Commissioner McDonald, of that State, to the club members to form a party to attend the annual Good Roads Convention, which is to be held at Detroit, Mich., August 29, 30 and 31.

TRACK EVENTS AT THE MEET

Unique Contests in Which Kellogg Carried Off Honors—Hoyt Wins Economy Test.

All of the three events run on the historic Waltham cement cycle track—now part of a public playground—on August 10, in connection with the F. A. M. meet, were full of real interest. They were a one-third-mile skill contest, a one-third-mile dispatch race and a pint economy test. They were to have been run the previous afternoon, but rain necessitated postponement.

In the skill contest the contestants were required to ride between eight pairs of barrels, placed zig-zag of the track, and to finish by negotiating a plank four inches wide. To perform the task was not as easy as may seem; it required skillful use of hands, eyes and feet, and the crowd followed it closely and knew how to applaud clever work. The honors fell to Stanley T. Kellogg, Bridgeport, Conn., who recently has been writing his name so large all over motorcycle history. He made the circuit of the track without missing a barrel or failing on the plank in 55 seconds. Summary:

1. Stanley T. Kellogg, Bridgeport, Conn., 1½ h. p. Indian	1:14%
2. J. Derosier, Springfield, Mass., 1½ h. p. Indian	1:15
3. W. A. Estes, Waltham, Mass., 1½ h. p. Warwick	1:18%
4. S. J. Chubbuck, Toledo, Ohio, 2 h. p. Yale-California	1:20%
5. Fred C. Hoyt, Boston, Mass., 1½ h. p. Indian	1:22
6. A. B. Coffman, Toledo, Ohio, 2 h. p. Yale-California	1:22%
7. H. G. Hawes, Boston, Mass., 2 h. p. Metz	1:23
8. George Wagner, St. Paul, Minn., 3 h. p. Wagner	1:27
9. Frank O. Ericson, Brooklyn, N. Y., 1½ h. p. Thoroughbred	1:29%
10. W. H. Latham, Brookline, Mass., 2 h. p. Yale-California	1:34%
11. L. H. Breck, Boston, Mass., 2 h. p. Yale-California	1:34%
12. L. E. French, Amherst, Mass., 2 h. p. Metz	1:39%
13. E. W. Goodwin, Brooklyn, N. Y., 1½ h. p. Indian	1:40
14. H. A. Glieman, New York, 1½ h. p. Rambler	1:40%

In the dispatch race Kellogg also proved himself a past master in the skillful handling of motor bicycles. In this contest the riders were required to call at three wooden mail boxes placed on poles at three points on the outer edge of the track and to open the boxes and to take from each a "dispatch" (a piece of cardboard), and to deliver the three to the referee. The boxes were held tight with spring clasps. It was the first contest of the kind and proved so interesting that it is well worth imitating. The first two men had made their "collections" and "deliveries" before it was discovered that a couple of small boys at one of the boxes were saving the riders the trouble of opening them. The lads had the box open and handed out the "dispatches" as the men came around. It caused a hearty laugh, and a guard was then stationed at each box. George Wagner, the first man dispatched, fumbled the first box and let his machine full half way over the bank. Other similarly amusing fumbles occurred, but when Kel-

logg, slackening speed, coasted up to the first box, threw up the clasp and drew out the cardboard without dismounting or losing momentum, and quickly sped away to the next box, the crowd cheered in appreciation of the sensational and unexpected stunt. Others imitated Kellogg's manoeuvre, but none with such dexterity or in such fast time. H. G. Hawes, the last man to essay the task, did quick work at the first two boxes, and looked like winning when, his brake refusing to hold, he over-ran and fumbled the last "collection." Summary:

1. Stanley T. Kellogg, Bridgeport, Conn., 1½ h. p. Indian	0:55
2. Fred C. Hoyt, Boston, Mass., 1½ h. p. Indian	0:55%
3. J. Derosier, Springfield, Mass., 1½ h. p. Indian	0:56%
4. L. C. French, Amherst, Mass., 2 h. p. Metz	1:00%
5. W. A. Estes, Waltham, 1½ h. p. Warwick	1:01
6. A. B. Coffman, Toledo, Ohio, 2 h. p. Yale-California	1:01
7. George Wagner, St. Paul, Minn., 3 h. p. Wagner	1:02%
8. W. H. Latham, Brookline, Mass., 2 h. p. Yale-California	1:03
9. L. H. Breck, Boston, Mass., 2 h. p. Yale-California	1:05%
Also Ran.—Frank O. Ericson, Brooklyn, N. Y., 1½ h. p. Thoroughbred; knocked over one barrel and missed two sets of barrels. E. W. Goodwin, Brooklyn, N. Y., 1½ h. p. Indian; missed 4-inch plank. S. J. Chubbuck, Toledo, Ohio, 2 h. p. Yale-California; missed 4-inch plank. H. A. Glieman, New York, N. Y., 1½ h. p. Rambler; missed 4-inch plank. H. G. Hawes, Boston, Mass., 2 h. p. Metz; ran off 4-inch plank one foot from end. P. E. Poland, Waltham, Mass., 2½ h. p. Orient; ran off 4-inch plank eight feet from end.	

In the one pint economy test, Fred C. Hoyt (1½ horsepower Indian) did such a remarkable performance—nearly 31 miles—that Referee Whipple, of Chicago, inspected his machine at the finish and prodded around in the tank with a wire in an effort to find something which was not found. Hoyt rode throughout with rare skill and judgment. He not only "nursed" the precious pint of gasoline, which had been placed in his tank after it had been emptied and the carburettor disconnected, but he rode close to the pole and fairly lay on his handlebars to reduce windage. When his motor was giving its expiring gasps, he got two whole laps out of it by guiding the machine up the banking of the track and then down again, thus adding many "gasps" and using the last drop of fuel. He and W. H. Latham (Yale-California) were the last men on the track, and they were there long after all the others had retired, but Hoyt had traveled at a much faster pace than Latham and was many laps to the good.

Only little less remarkable than Hoyt's ride (which does not, however, equal F. A. Baker's performance at the F. A. M. meet last year) was Holden's record with the Indian tri-car. Although he carried a full grown man, Bert Burrows, as a passenger, he "out-lived" a majority of the bicycles. Summary:

Place.	Rider.	Machine.	Distance.	Time.
1.	Fred C. Hoyt, Boston, Mass.	1½ h. p. Indian	30 m. 1,191 yds.	1:10:29
2.	W. H. Latham, Brookline, Mass.	2 h. p. Yale-California	25 m.	1:05:08
3.	A. B. Coffman, Toledo, Ohio.	2 h. p. Yale-California	22 m. 587 yds.	51:18%
4.	E. E. Buffum, Toledo, Ohio.	2 h. p. Yale-California	18 m.	44:38%
5.	George N. Holden, Springfield, Mass.	1½ h. p. Indian tri-car	17 m. 1,467 yds.	42:13
6.	Stanley T. Kellogg, Bridgeport, Conn.	1½ h. p. Indian	16 m. 978 yds.	36:39
7.	J. Derosier, Springfield, Mass.	1½ h. p. Indian	13 m. 1,174 yds.	27:37
8.	S. J. Chubbuck, Toledo, Ohio.	2 h. p. Yale-California	10 m. 443 yds.	28:37
9.	Frank O. Ericson, Brooklyn, N. Y.	1½ h. p. Thoroughbred	9 m. 1,514 yds.	23:26
10.	P. E. Poland, Waltham, Mass.	2½ h. p. Orient	8 m. 1,467 yds.	21:18%
11.	W. A. Estes, Waltham, Mass.	1½ h. p. Warwick	8 m. 1,171 yds.	19:16%
12.	H. A. Glieman, New York, N. Y.	1½ h. p. Rambler	8 m.	2:36%

WALTHOUR'S GREAT RIDE

How the American Won the 100 Kilometre Championship at Antwerp.

With the arrival of the foreign mail comes details of Robert Walthour's great ride in the 100 kilometre championship of the world, at Antwerp, Monday, July 24.

On account of a heavy rain, the third and final day's events had been postponed until Monday, as the slippery boards made sprinting dangerous. The principal event, and the one in which most interest centred, was the 100-kilometre motor-paced championship. The starters were Robert Walthour (American), Peter Gunther (Germany), Anton Huber (Germany), "Tommy" Hall (England), Guignard (France), Dickentmann (Holland), Ivan Goor (Belgium), Luycken (Belgium), Vanderstuyft (Belgium).

The riders all got off well, but at 25 kilometres Hall, the Englishman, paced by Hoffman, succumbed to the pace and dropped out. Walthour was paced by Gus Lawson, and although he was going well, it was evident that Lawson's machine did not have the speed. Consequently, when Hall withdrew, Hoffman picked up the American, and the result was soon apparent.

Then Walthour went after Dickentmann in grand style and succeeded in passing him at 50 kilometres. The reinstated six-day rider was given an ovation such as has never before been accorded a pace follower. Guignard's rear tire picked up a splinter, and Walthour went by him like a shot out of a gun. After that the American was never headed. He finished five laps ahead of Guignard, and Dickentmann followed for third place, seven laps behind. Walthour's time was 1 hour 18 minutes 54 seconds. He rode a wheel geared up to 140. Schmitter, Ivan Goor, Vanderstuyft and Luycken followed next in order. Hall, Gunther and Huber withdrew.

The other championship events consisted of amateur affairs, and were uninteresting. No Americans competed.

At a finale to the big 100-kilometre race, the officers suspended "Tommy" Hall for fifteen days, and in addition fined him \$20. They claimed he withdrew purposely to give Walthour his pacing machine. Walthour was fined \$20 for allowing Bianci, his "shower-off," to walk over the tape with him at the start, but this fine was afterward put on Bianci. Hoffman was also "charged" \$20 for passing another machine on the inside rail. Gus Lawson was mulcted the same amount for not getting off the track at the start when warming up his machine.



F. A. M. MEET—THE CANOE TRIP ON CHARLES RIVER.



F. A. M. MEET—THE RUN TO NORUMBEGA TOWER.

FEDERATION IN SESSION

Most of Old Officers Reelected, Stock Machines Discussed and Sneak Thieves Scored—Chicago Wants 1906 Meet—Policeman on the Scene.

But for two informal occurrences and an unexpected one, the annual meeting of the Federation of American Motorcyclists in Waltham, Mass., on Tuesday night, 8th inst., would have been a rather tame affair.

The election of officers developed a peculiar situation. When President R. G. Betts, of New-York, the incumbent, was renominated for the office, he repeated in public what he had stated in private, i. e., that he did not desire the position, was sincerely anxious to retire, and while hoping that some one else would be found, as one of the "godfathers" of the organization and having had ripe experience with "ornamental" officials in minor positions, he was prepared to contest the election of any man who in his judgment had not shown real interest and ability in the affairs of the F. A. M. or who was so positioned as not to do it full justice. Dr. G. B. Gibson, of Westboro, Mass., who had served as treasurer for two terms, was then nominated for the presidency. C. H. Metz, of Waltham, the head and front of the F. A. M. meet, was also named, and promptly declined. Mr. Betts stated that while he did not love Gibson less, he loved the Federation more, and that while he did not doubt Gibson's interest, at this stage of its career, when it was fairly bounding upward, he considered it would be a false step to remove the presidency to a little town off the main line of travel; for the next year, at least, the incumbent should be where he could work shoulder to shoulder with the secretary. Betts himself had hoped to nominate his successor, but the New-Yorker whom he had approached and whom he considered the right man for the place had asked that he be passed over until next year. W. F. Remppis, Reading, Pa., who had seconded Betts's nomination, broke in with the statement that no matter what Betts might say he would refuse to withdraw his seconding of the nomination. The veteran, C. W. Hulse, New-Haven, Conn., whose coat lapels bore the letters "L. A. W.," as well as the F. A. M. pin, spoke in the same strain, while Frank M. Dampman, who had been called to the chair, did likewise. The vote was then taken. Of 63 ballots cast, Betts received all but five, one of which was cast for Mr. Metz. For vice-president of the Eastern District, Fred A. Baker nominated E. W. Carritt, president of the Brooklyn (N. Y.) Motorcycle Club, and Carritt was elected by acclamation. The same procedure was followed in the case of the Western vice-presidency, Grant W. Hunter, of Hammond, Ind.

(which is practically a Chicago suburb), who was nominated by Ira H. Whipple, of Chicago, being chosen without opposition. For vice-presidents for the Southern and Pacific districts, respectively, Howard A. French, Baltimore, Md., and L. H. Bill, San Francisco, were re-elected. President Betts requested the privilege of renominating Henry J. Wehman, of New York, for the secretaryship. Wehman, he said, had proved such a hard, faithful and able worker in a position which is calling for harder work each day, that the F. A. M. might well consider itself lucky to have such as Wehman available and willing. He added, laughingly, that any man who might have the hardihood to place any one else in nomination should be hit with a brick. There were no other nominees. The Brooklyn man was heartily applauded into office again. Dr. G. B. Gibson, Westboro, Mass., was also re-elected treasurer without a dissenting voice.

Shortly before the election and while President Betts still occupied the chair, there occurred something not on the programme. A policeman in uniform entered the room and served a paper on the presiding officer, who, "deeply agitated," looked at the paper, while the attendance wondered.

"Shall I wait for them?" asked the officer, Tracy by name.

"No, it won't be necessary. I'll see that they are on hand," replied the chairman, who then rolled up the document and retained it tightly in his grasp.

Fifteen minutes or more elapsed before the business, which had been interrupted by the appearance of the policeman was completed. The attendance had almost forgotten the incident, when the president arose and stated with a grave face that the officer had brought unpleasant information, which, for the lesson it might teach, he thought worth making public. Unrolling the document with which he had been served, he read:

"Commonwealth of Massachusetts.—To Ritchie G. Betts, President of the Federation of American Motorcyclists: We command you that you have the bodies of F. A. Baker, F. M. Dampman, J. I. Brandenburg and H. J. Wehman detained in your custody under safe and secure conduct, that they may be heard in their own defence for violation of the statutes of the Commonwealth of Massachusetts, relating to the speed of motor vehicles."

The crowd was so transfixed that the dropping of a rose petal might have been heard. The men mentioned turned "all colors of the rainbow." Secretary Wehman, seated where all could see him, and the story of whose fast work in the endurance contest had found its way into print, seemed on the verge of an apoplectic fit. Dampman sat as if petrified, Baker's jaw dropped six inches, while Brandenburg, white as a sheet, tried to smile, but it was one of those forced, sickly smiles that showed the effort it cost.

President Betts said he was too deeply moved to read further, and accordingly asked Treasurer Gibson to complete the reading of the document.

Taking the document, which was engrossed in legal style and bore the traditional seals, Dr. Gibson read:

BROOKLYN MOTORCYCLE CLUB,

33 Grant Square,
Borough of Brooklyn,
City of New York,
August 4, 1905.

The Brooklyn Motorcycle Club to the Federation of American Motorcyclists, Greeting:

We command you, that you have the bodies of F. A. Baker, J. I. Brandenburg, F. M. Dampman, Frank Ericson and H. J. Wehman detained in your custody under safe and secure conduct before you, at the annual meeting of the Federation of American Motorcyclists at Lincoln Hall, in the City of Waltham, Massachusetts, on the eighth day of August, 1905, at eight o'clock in the evening, then and there to testify, as witnesses, in the certain motorcycle endurance contest now pending. And after the said Baker, Brandenburg, Dampman, Ericson and Wehman shall then and there have given their testimony in the said contest, that you return them, the said Baker, Brandenburg, Dampman, Ericson and Wehman, to the Brooklyn Motorcycle Club under safe and secure conduct.

The parties to the above Motorcycle Endurance contest having covenanted to award to all contestants with perfect scores some bronze medals with gold "bull's eyes," therefore

We command you, that the said Baker, Brandenburg, Dampman, Ericson and Wehman bring with them and produce at the next regular meeting of the Brooklyn Motorcycle Club these certain bronze medals, now in your custody, or be deemed guilty of contempt and liable to pay all loss and damage sustained by the Brooklyn Motorcycle Club through their failure to produce said bronze medals.

BROOKLYN MOTORCYCLE CLUB,

EDWARD W. CARRITT, President.

Attest:

CHAS. L. SIMMS, Secretary.

It was some moments before the attendance and the Brooklynites concerned realized that they had been made the victims of a practical joke. When the fact dawned on them the sighs of relief of the four men who were quaking in their shoes—as most of them admitted was the case—was drowned by the roar of laughter.

The other informal matter came up at a time when interest in the meeting was flagging. Some one asked that question which makes a referee's life miserable. What constitutes a stock machine? It proved akin to the waving of a red flag. George M. Hendee, W. F. Remppis, C. H. Metz, W. T. Marsh, George W. Sherman, E. W. Goodwin, H. A. Gilesman, Ira H. Whipple and a half dozen others threw themselves into the discussion. It was quite animated at times, but lasted so long that the chair finally was compelled to call a halt. Despite the volume of talk, it cannot be said that the subject was greatly illuminated. There were those who held that a stock machine should be exactly such as is catalogued, with mudflap, mud guards and all other equipment; others thought mudflaps and mudguards might be removed and latitude permitted in the matter of tires and saddles, provided only that the saddle was a saddle and not merely a makeshift. Others considered that if the frame of the bicycle and the stroke and bore of the motor were unaltered all necessary requirements were fulfilled. It was pointed out that if this idea prevailed the manufacturer would be de-

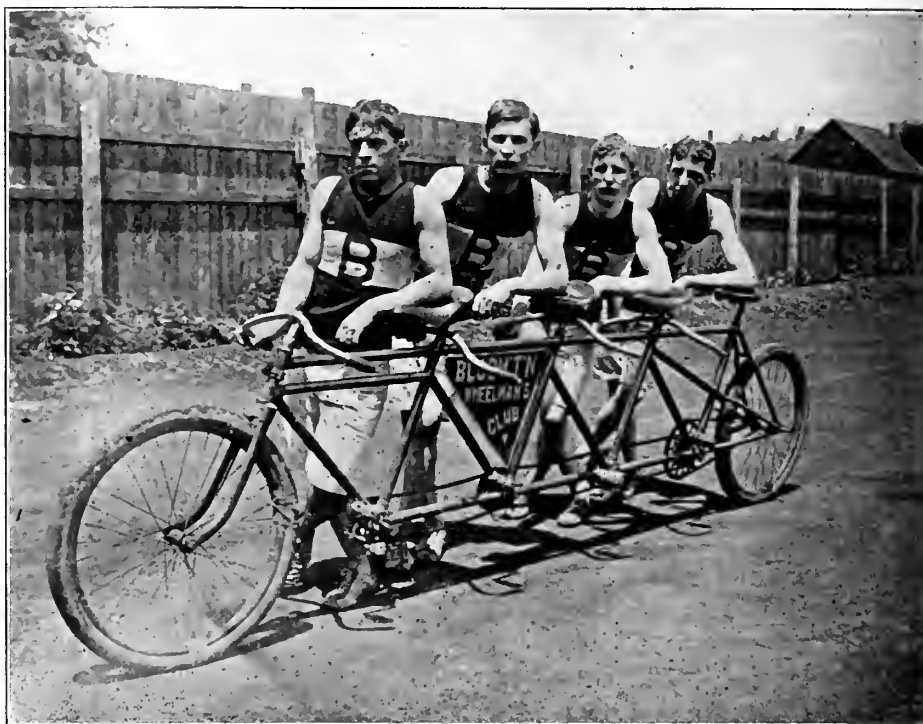
barred from testing their new models in public competition, and would place a ban on ingenuity; it was also pointed out that manufacturers might catalogue two or more different models, each of which would thereby become a "stock machine," and thus work to the disadvantage of those who listed but one model. Every one was imbued with the desire to have something done that will induce the individual rider to engage in competition, by restricting the use of the so-called "special" machines. The suggestion was advanced that the solution of the problem may lie in eliminating the use of the term "stock machine" and substituting therefor "full roadster" or "light roadster," the weight of each to govern, and the frames and motors to be unaltered and the tanks and saddles to be of commercial proportions. This view seemed to find most favor, but it was generally agreed that the matter rests with race promoters, the rules giving them almost unlimited scope in framing their programmes. Mr. Whipple, of Chicago, favored the use also of a standard fuel; he did not think that the use of "dope," as he called it, was fair or equitable.

The reports of the officers showed a flourishing state of affairs. The secretary reported that the membership had almost trebled during the twelve months, the Pacific District having made the greatest comparative gain. Treasurer Gibson reported more than \$700 on hand.

President Betts outlined the work of the year, and said that preparations were making to have decided the all important question, Is the motor bicycle a bicycle? on which so much hinges. John C. Higdon, St. Louis, Mo., chairman of the F. A. M. Committee on Legal Action, is arranging to institute a test case in Missouri, where motorcycles are mulcted \$10 or less by each county at the will of its officials. The F. A. M. has made an appropriation to further the test, and in the judgment of the executive "should make as many more as may be necessary to fight the case to a finish, as the result is of as much vital concern to the motorcyclist in Massachusetts or Wyoming as the one in Missouri." The president referred to those competitors in all sports whose one aim seems to be to "beat the rules and the referee"; the peculiar situation which caused the motorcycle amateur to date from January last has admitted a lot of professionals, and, while professionalism was honorable, some of the men had been resorting to petty tricks which were not short of "sneak thievery"; the men concerned sought to steal prizes and honor, which is the meanest form of stealing, to call it by its right name. Mr. Betts thought the time was ripe for some one of the older organizations to call a meeting for the purification of sport, in which movement the F. A. M. should join.

Mr. Whipple gave notice that Chicago would apply for the F. A. M. meet of 1906, and Mr. Renppis suggested that Reading, Pa., would be a pretty good place for that function, and implied that Reading would extend the necessary invitation.

Bloomington Cyclists Who Ride a Quad.



Present day lovers of the silent steed, that is, those of the younger generation who have been recruited within the last five years, regard even the tandem as a rare bird, because it has appeared on their horizon but seldom. Anything over the double seater has only come to them in the shape of pictures, as does this photograph of the quad team of the Bloomington, Ill., bicycle club, which is a branch of the local Young Men's Christian Association, and is in addition, one of the

most active cycling clubs in the Middle West. It is seldom, indeed, that a quad is seen nowadays, even on the track, so that the ignorance of the newcomers is pardonable. The riders of the quad, H. Knecht, C. A. Zweng, secretary; L. Eyer and C. W. Keiser, who is president of the club, are active in Illinois racing affairs, and besides using the quad for workouts, often take long pleasure trips upon it. Their sturdy appearance speaks well for the work of the organization.

The Art of Dismounting.

How many cyclists are able to dismount on either side of the machine with equal facility? asks a contemporary, who goes on to state the opinion that nineteen out of every twenty riders can only dismount on the left side, that is to say, with the absolute certainty of not tripping or otherwise distinguishing themselves. If this is really a correct estimate, then nineteen out of every twenty riders have not as yet completely mastered the art of cycling, for absolute control implies an ability to get on and off most any old way without risk of making a faux pas.

Oddity of English Laws.

Sometimes the precision of the English law gives a queer turn to affairs, especially when the burden of its interpretation falls upon some poor bobby whose logic is a bit awry, as witness the recent summons of a motorcyclist who was pinched when caught in the act of helping a friend on an ordinary bicycle, by letting him hold onto a strap which formed a part of his luggage carrier. When rounded up by the constable the cyclists inquired in some amazement as to the cause of their detention, and were informed

that it was due to the fact that the following machine had no registered number attached to it.

Cycles Outnumber Horses in London.

In a recent tally of the traffic on one of London's great thoroughfares, the interesting fact was brought out that in the course of twelve hours, nearly three times as many motor cars were seen to pass a given point as horse drawn vehicles, while there were eight times as many bicycles as motor cars. The actual figures for the three classes were: For horse drawn vehicles, 209; for the motor cars, 577, and for the bicycles, 4,577, which speaks well for the popular regard for the latter.

Better than Ever and Cheaper.

Due to a change in the binding and a consequent reduction in price by the publishers, The Bicycling World Company is able to announce the halving of the price of "Motorcycles and How to Manage Them." Formerly \$1, it is now to be had for 50 cents per copy. This useful little book of 141 pages, now in its eighth edition, has been considerably revised and is really better value than ever before. ***

AGAINST "SPECIAL BRANDS"

How a Maker Arrays Retailers and Consumers on His Side Against Jobbers.

All the world lives by analogy, and never was truer word spoken than that old saw, "There is nothing new under the sun," for each and every man who succeeds does so not so much through the originality of his own efforts as by the result of his observation of others, and his guidance of his own movements by those of his fellow men. In the evolution of trade, this has always been true to a remarkable degree, and not a line of business has ever come to a position of power except its builders observed the results of efforts in other lines, and applied the lessons learned in this way.

In this connection, it is particularly instructive to note the discussion which has been going on in the hardware trade for some little time anent the subject of the so-called "special brands" of goods, which have come to be such a potent factor in the work of the jobber. At a recent meeting of the Manufacturers' Association certain resolutions in regard to the matter were passed, and subsequently the jobbers in conference refuted them, to their own apparent satisfaction, the minutes of the two sessions, provoking the aforementioned discussion.

In a recent issue of the *Bicycling World*, reference was made to the matter, and the attitude of a certain interested retailer quoted in his own words. In which connection, it is interesting to note the opinion of a prominent manufacturer, who argues what he evidently considers to be the basis point of the whole controversy, namely, the importance of establishing an intimate relation between the manufacturer and the consumer. He says:

"Starting with a statement that we know is correct beyond any possible dispute, the manufacturers make these findings:

"The best articles should not only be free from defects, but should be made of the best quality of materials and workmanship, and worthy not only of the recommendation of the merchant, but also worthy of the name and indorsement of the manufacturer.

"We believe that knowledge as to who really produces any article may be of value not only to the person who will use such article, but also to the retailer who sells it."

"You will note here that the manufacturers have especially laid before the trade the fact that to be of any advantage to the reputation of a manufacturer goods must be of good quality, and in our opinion those and only those are "worthy of the name and indorsement of the manufacturer." In practice we do not find reputable manufacturers either advertising or showing poor goods with their firm name on them.

"There is more to it than this; it means at

the finish that goods sold without the name of the actual maker of such tools are to be distrusted because they do not bear on their face the information as to who, when and where, which the makers name should prove. Everybody, even the jobbers, is aware that to obtain notice a new line must bear every test a critical public can devise, and so they in common with us all begin with quality. But a manufacturer cannot abandon a brand for another simply because the first is not going as well as it should. He has placed his mark on every article and must keep up his quality or accept returned goods and lose the confidence of his clients. We know that it is a hard and tiresome job to build a reputation for making "good" goods. It is harder to be told flatly that the reputation that we have worked for, saved for, and built by unceasing carefulness in detail is worthless, that it matters not to the slightest what our goods were or are, that we are simply a vat of supply and that all tools like ours are each and every one as good, and as salable, no matter whether they are a product of a handsmith in the wilderness, or a prison workshop in the Middle West.

"See how these gentlemen put it.

"We desire to controvert the declaration in paragraph 9 and insist that the knowledge of who produces a certain article can in no wise concern a person who will use it, because in any case the retailer looks to his jobber to correct any evils, and the consuming customer looks to his retailer; hence it is not necessary to hand out a pedigree with every article sold."

"We might lapse into slang here, but it seems evident that it is not needful. Our friends would have us believe that what they say is a tool ends the matter. What they say about anything is all the reputation it needs. A hammer is just a hammer, no matter whether Maydole made it or the local foundry. A saw is just a saw, no matter whether Disston made it or it was made in a job lot by a wildcat saw house out of hoop iron. True, the tool is the same, but no one except a party as conceited as these gentlemen must have been when they wrote it will believe it true.

"Of course if we accept the letter of the controverting (?) paragraph the consumer does look to his retailer and so back to the maker for his replacements, supposing the maker's name does not appear, but it is a long way round for a reason, and in fact, and our practice, we get more requests for repairs direct from the consumer. (Our name is on our goods.) And each time we hit the consumer we are able to make repairs in such a way as to satisfy him with the goods, and assure his feeling that he is being taken care of, and we want the goods to suit him, as they should.

"Take it on the other hand. Follow an "unpedigreed" line to the consumer. He gets a poor part and kicks. The retailer goes to the jobber, and the jobber to the maker, and in turn each of these (excepting the losing originator of the goods) makes a profit on the

repair part, which they take out of the manufacturer as 'mail,' or 'express,' or 'cartage,' age."

"Has the consumer any rights, anyway? Would he, or the retailer, buy a substitute if they knew they could buy the original, unless there was somewhere a starter who feathered his nest with the down that belongs by right to the man who has made and worked for the reputation of his output?

"The jobber cannot substitute without actually lying, if the maker's name is on the goods. To us who know where our output goes, it looks on its face as if these gentlemen wanted a chance to substitute on everything. And that it is possible (and it seems to be) to market any old thing as the best, simply putting a jobber's brand on it.

"We have never made 'jobber's' brands. We have refused many offers. Why? Because we knew that at the end of the contract there would be a general shopping round to every maker of similar goods, or goods that would not be too apparently different to the casual buyer, and that the lowest bidder would get the next season's order. We have been offered a chance to bid so many times in another plant on such specifications that we won't believe it otherwise, even if jobbers say it is. We have the evidence of our own correspondence. The more we read that paragraph, the more we believe that these people deal only in material that has neither talking points nor variations in prices from the market."

Injured Cyclists Sue for Damages.

In Springfield, Mass., two actions for damages received by bicyclists in collision with other vehicles are pending action. One is that of Peter Ollary against Alvin E. Ivie, of West Springfield, who desires \$1,000 as a healing balm for injuries received when the plaintiff was run into by one of the defendant's automobiles. The other is that of Frederick A. Morris against William Burke, both of Springfield, which is also an action for \$1,000 to alleviate the suffering caused by a collision with a hack and horses.

Wholesale Thieving in Oregon.

During the month of July, fifty bicycles were stolen in Portland, Ore., and from the number of the thefts, and their inability to locate the thieves, or their plunder, except in one or two cases, the police have been led to believe that the work is that of a band of professional crooks. A local daily hails the fact as an evidence of the return of the bicycle to its former popularity.

Bridal Pairs Awheel.

Weddings a la cycle have just reached the other side, and it is said they are very popular. The approved method is for the bride and groom to ride to the church or whatever place the ceremony is to be performed on single machines. There the minister does his part, the single wheels are discarded and the happy couple return riding a tandem. The significance of the tandem is obvious.

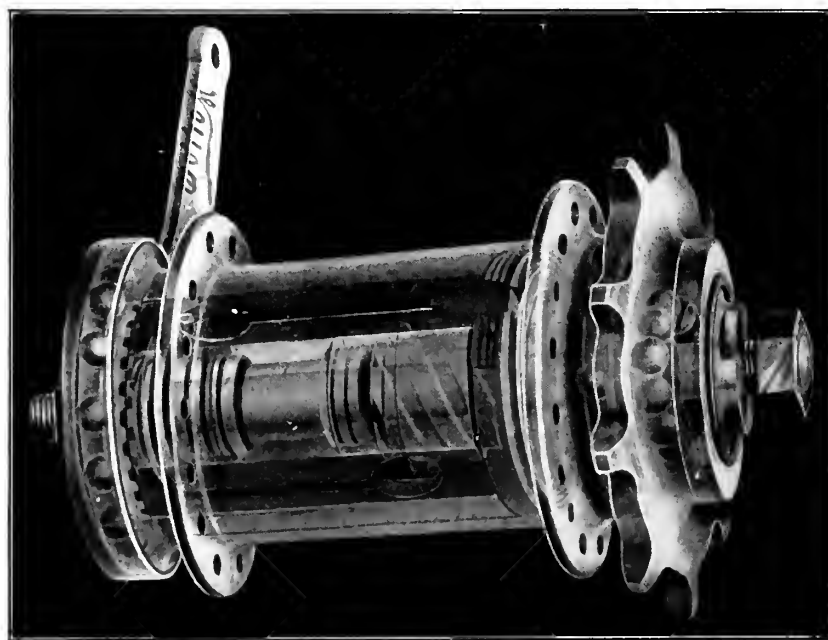
IT'S ALMOST HERE:

The time when the Coaster Brake will be a part of the regular equipment of every bicycle.

NEXT YEAR

will see a big stride in that direction and the wise manufacturers will prepare to get in line now. With the

MORROW.



he will run no risk. So wonderfully satisfactory was the 1905 model that it will undergo no change for 1906. It is now as reliable as any other part of the bicycle and more reliable than some of them. A record of not \$1 for replacements this season proves it.

ECLIPSE MACHINE CO., = Elmira, N. Y.

FOUR EXCITING HEATS

MacLean and Mettling Win Forty-Mile Motor Paced Team Race at Revere Beach.

Four close and exciting heats were ridden in the forty-mile motor paced team race at the Revere Beach track, Boston, Mass., meet last Saturday night, 5th inst. Hugh MacLean, of Chelsea, and Louis Mettling, of Jamaica Plains, captured the money for the team race, winning their heats from William Stinson, Cambridge, and Harry Caldwell, Manchester, Vt.

The first heat of the paced race brought Hugh MacLean, paced by Charles Turville, and William Stinson, in tow of Robert Schultz, together. It was a flying start, Stinson on the tape and MacLean on the backstretch. The Chelsea rider began to gain fast in the first mile, but Stinson was holding his pace well, and when the second mile was entered Stinson had pulled down MacLean's lead, gained at the start, to scarcely ten yards. On the third mile MacLean overhauled Stinson and essayed to pass him, but after riding neck and neck for several laps was forced to fall back. Stinson called on Schultz for more speed, and at six miles was on even terms again. MacLean settled down to business in the seventh and eighth miles, and at the gun for the last mile was trailing the Cambridge man. In the sprint to pass, which lasted for five laps, Stinson lost his pace and MacLean crossed the tape three-quarters of a lap ahead. Time, 15:00 2-5.

Ruden paced Harry Caldwell and Turville rode the motorcycle for Mettling in the second heat. It was against Caldwell's doctor's orders that he rode. The Manchester giant caught a cold last week which developed into tonsillitis. Rather than cause the race to be postponed Caldwell got up from bed and rode a plucky race, although Mettling finished forty yards ahead. Time, 15:18 3-5.

Mettling and MacLean, the winners of the first two heats, measured speed in the third heat, and this proved to be the best race of the night. Mettling, paced by Ruden, started from the tape, MacLean and Turville taking the backstretch. The Jamaica Plains rider unwound a long sprint from the start, but MacLean's steady plugging and superior speed brought him up to Mettling's heels in the fourth mile. The doughty Chelsea man tried his best to pass, but Mettling rode well and blazed the trail until the last mile. Then began the real race. MacLean called to Turville for more speed, and the pacemaker responded, resulting in MacLean pulling up even with Mettling. For four laps the two riders raced neck and neck, but MacLean finally sprinted over the ribbon first by eighty yards. Time, 14:56 3-5.

Caldwell and Stinson met in the last heat, and although the big woodchopper rode gamely, the hard pace set up by Stinson from the

start told heavily on the sick man, and the former won the heat easily. Time, 15:41 2-5.

A very peculiar incident occurred in the mile amateur. James F. Moran and "Patsy" Logan, two professional six-day sprinters, were down on the programme to ride in the race supposed to be for the "simon pures." The amateurs very justly balked, and said that if they had to ride as professionals they would have to be notified in due time by the N. C. A. officials.

To fill in the gap a mile handicap was put on, but it did not bring out a large field. E. L. Collins, of Lynn, was on scratch; D. Connolly had 45 yards, T. Connolly 90 yards, C. Connolly 150 yards and J. Baretto the limit, 200 yards.

It looked like a family affair for the Connollys, for when Collins overhauled Dennis



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Connolly the latter slowed down to give his brothers a chance. Collins did not understand the ruse at first, but when he did he passed Dennis as if he had been anchored and soon overhauled the other Connollys, and passed Baretto in the last lap. Time, 2:02 1-5. Summaries:

Forty-mile motor paced team match race, ten-mile heats—First heat—Hugh MacLean, Chelsea, Mass., first; William Stinson, Cambridge, Mass., second. Time by miles, 1:25 2-5, 2:52 2-5, 4:21, 5:51, 7:26, 9:55 2-5, 10:25 2-5, 11:58 3-5, 13:35 4-5, 15:00 2-5. Second heat—Louis Mettling, Jamaica Plains, Mass., first; Harry Caldwell, Manchester, Vt., second. Time by miles, 1:32 2-5, 3:03 1-5, 4:37, 6:07 1-5, 7:01 3-5, 9:11 2-5, 10:46 2-5, 12:18 1-5, 13:05 4-5, 15:18 3-5. Third heat—Hugh MacLean, first; Louis Mettling, second. Time by miles, 1:26 2-5, 2:56 4-5, 4:21, 5:56, 7:27 2-5, 8:57 2-5, 10:27 4-5, 11:57 3-5, 13:28, 14:56 3-5. Fourth heat—William Stinson, first; Harry Caldwell, second. Time by miles, 1:27 3-5, 2:51 4-5, 4:26 3-5, 5:58 3-5, 7:38 3-5, 9:12 3-5, 10:57 3-5, 12:29 3-5, 14:09 1-5, 15:41 2-5.

One-mile handicap, amateur—E. L. Collins (scratch), first; J. Baretto (200 yards), second. Time, 2:02 1-5. Also ran—D. Connolly (45 yards), T. Connolly (90 yards), C. Connolly (150 yards).

SURPRISES AT OGDEN

Bowler Defeats Hopper in Hot Contest—Samuelson Cuts a Two-Mile Record.

One of the biggest surprises of the season occurred in Ogden, Utah, Monday night, July 31, when James B. Bowler, of Chicago, trounced Norman C. Hopper, of Minneapolis, in a manner that must have caused the youngster from the "flour city" to pinch himself to ascertain if he was really awake.

All this season Hopper has been doing phenomenal riding on the Utah saucers, and Bowler has had to content himself with taking third money or none at all—and in nine cases out of ten it has been the latter. Recently—very recently, in fact—Bowler, by faithful training, had worked up a fast sprint, and the one-time crack naturally wanted to try conclusions with Hopper. Monday night the match race was put on. It was to be best two in three heats.

Hopper drew the pole in the first heat and immediately unwound a sprint that caused the sleepy individuals in the grand stand to sit up and take notice. Bowler was there, however, and in a gruelling sprint beat Hopper to the tape. The second heat went to the Minneapolis rider, although Bowler was tracking him at the tape.

When the bell rang out the last lap in the third and final heat, both riders were neck and neck and sprinting for dear life, with Hopper on the rail. On the turn into the stretch Bowler executed a lightning jump and forged ahead of Hopper three inches. In this position they crossed the tape. Time, 1:57.

The quarter-mile open for the money chasers was won by Hopper, with Saxon Williams a close second. W. E. Samuelson went against his own record of 21 seconds for the unpaced quarter, and tied it. Samuelson then mounted his wheel and took first money from his rival, C. L. Hollister, in the half-mile event. J. E. Achorn crossed the tape third. Time, 0:54 1-5.

In the five-mile motorcycle match race, E. B. Heagren had an uninteresting victory over T. M. Samuelson, leading over the tape more than two laps. Samuelson evidently remembered his recent fall, for it was apparent that he did not let his machine out to its full speed. The summaries of the events are as follows:

Quarter-mile unpaced exhibition.—W. E. Samuelson. Time, 0:24.

One-mile match, professional, between Norman C. Hopper, of Minneapolis, and James B. Bowler, of Chicago.—First heat won by Bowler; second heat won by Hopper; third heat won by Bowler. Time, 1:57.

Half-mile, professional.—W. E. Samuelson, first; C. L. Hollister, second; J. E. Achorn third. Time, 0:55 1-5.

Half-mile unpaced exhibition.—J. B. Hume. Time, 0:51 1-5.

Five-mile motorcycle match.—E. B. Heagren, first; T. M. Samuelson, second.

Three-quarter-mile open, amateur.—F. G. West, first; Fred Castro, second; J. King, third. Time, 1:34.

Quarter-mile open, professional.—N. C. Hopper, first; Saxon Williams, second; C. L. Hollister, third.

ON SALT LAKE'S SAUCER

Samuelson Monopolizing the Honors— Lawson Suffers a Crushing Defeat

Iver Lawson, of Buffalo, N. Y., ex-world's champion, suffered a crushing defeat at the hands of W. E. Samuelson, of Salt Lake City, at the Salt Lake saucer, Tuesday, 1st inst. Match racing, with a pacemaker to cut out a sprint from the gun, is not Lawson's forte. He prefers the French style—looting until the bell lap and then finishing with a whirlwind sprint.

The heats were at one mile, best two to decide. James B. Bowler furnished pace for the first heat. Samuelson led all the way and Lawson did not attempt to pass until the last quarter of the final lap. Samuelson had the speed, however, and crossed the tape ahead. Time, 1:57.

The first part of the second heat was sensational, but the finish—well, there wasn't any. Both riders should have been fined and made to run the heat over. On the jump for the pace Lawson ran Samuelson off the track, and at the end of the seventh lap the Salt Lake rider returned the compliment. Redman subsequently caught Pacemaker Redman's wheel and remained glued to it for five whirling laps. On the backstretch of the sixth lap Samuelson jumped, but Lawson was too quick for him, and the former fell back. As the riders finished the seventh lap Samuelson unwound a terrific sprint, caught Lawson and shot by him as if he were glued. But in so doing the Salt Lake lad forced Iver dangerously near the edge of the track. Perhaps he had room to continue, perhaps not, but at any rate Lawson slowed up, and it was Samuelson's race by yards. The time for this heat was 2:01.

The three-mile open, for professionals, developed into a short-lived strike. Samuelson had not entered in the event, and the management, it seems, had announced that Samuelson would not mount his wheel. Consequently, when the Salt Lake man lined up with the bunch, the other riders protested. As Samuelson had a perfect right to ride, the protests of the other riders were unavailing. The expected happened, and Samuelson sprinted over the tape first, with several yards to spare. Time, 6:05 2-5. Hardy Downing, Saxon Williams, C. L. Hollister, Norman C. Hopper and Iver Redman followed across the ribbon in the order named.

It took four heats and a final to settle the half-mile open, amateur. The final was won by Hume, who rode a good race. Wilcox finished second, and Marty third. Time, 1:03 1-5.

Nearly 4,000 people filled the grand stand and bleachers, and standing room was at a premium. It was the largest crowd yet seen at the new saucer. The summaries:

Half-mile open, amateur.—J. B. Hume, first; S. H. Wilcox, second; C. Marty, third. Time, 1:03 1-5.

Two-mile tandem, open, amateur.—Wilcox-McCormack, first; West-Castro, second; Redman-Hume, third; Goerke-Marty, fourth. Time, 3:54.

One mile match race, between W. E. Samuelson, of Salt Lake City, and Iver Lawson, of Buffalo.—First heat won by Samuelson. Time, 1:57. Second heat won by Samuelson. Time, 2:01.

Three mile open, professional.—W. E. Samuelson, first; Hardy Downing, second; Saxon Williams, third; C. L. Hollister, fourth; N. C. Hopper, fifth; Iver Redman, sixth. Time, 6:05 2-5.

With 3,000 spectators cheering him on, W. E. Samuelson started from scratch in the two-mile professional handicap race, which formed a feature of the night meet at Salt Lake, August 4, and sprinted over the tape a winner by several lengths. Samuelson incidentally cracked the record for that distance, riding in 3:48. This is one-fifth second better than he did at Ogden a few days previous.

The race was exciting enough for the most exacting "fans." At the crack of the gun, J. P. Gunn, the Butte, Mont., rider, with a handicap of 170 yards, unwound a sprint and nearly lapped the scratch bunch. Hardy Downing sacrificed himself and set a terrific pace for four laps, when Samuelson, who had been hugging Downing's rear wheel, sprinted ahead and stole the pole. From then on Samuelson was never headed.

The three-mile open lap tandem amateur race developed into an endurance contest, and the last mile was nothing but one long sprint. As if by intuition the riders at the very start recognized that a fight was coming and began jockeying for position. Wilcox and McCormack jumped into second place at the crack of the gun, and during the next two miles held it, but not without fighting off a score of rivals. About six laps from home Tate and Grinnett dropped out, and then a lively fight for second place began which developed into a long sprint. Wilcox and McCormack were in the lead. They set a terrific pace, and it seemed as though they must tire before the last great fight, but they held on gamely, and although Hume and Redman pressed them hard, they shot over the tape winners. West and DeMara were third; Castro and Carter fourth. The time for this event was 6:05.

All the other events were more or less interesting. Samuelson finished first in the half-mile open, with Hardy Downing a close second. Time, 0:58. McCormack led the bunch of amateurs across the line in the three-quarter mile open. A. J. McKenzie followed second, and Tate was third. Time, 1:29. Summaries:

Half-mile open, professional.—W. E. Samuelson, first; Hardy K. Downing, second; C. L. Hollister, third; James B. Bowler, fourth. Time, 0:58.

Three-mile tandem, amateur.—Wilcox-McCormack, first; Hume-Redman, second;

West-DeMara, third; Castro-Carter, fourth. Time, 6:05.

Two-mile handicap, professional.—W. E. Samuelson, first; C. L. Hollister, second; Saxon Williams, third; Iver Redman, fourth. Time, 3:48. World's record.

Three-quarter-mile, amateur.—J. McCormack, first; A. J. McKenzie, second; J. H. Tate, third. Time, 1:29.

Foreign Laws for Female Cyclists.

While the woman cyclist in this country has been granted the same privileges as her male friends, she has not fared so well in other lands, and in several instances the adoption of the silent steed by the fair ones has been the signal for the enactment of certain special regulations, some of which have been rather curious.

In France, for instance, although women riders are numerous, there is a law which prohibits a married woman from joining a club unless she is able to present a signed note of permission from her husband, explicitly stating that he has no objections to her doing so.

In Germany women must pass an examination before the police of the city, in order to prove their proficiency, and demonstrate their qualification to hold the license which is required, before they can go out on the street, and which must be carried with them at all times.

In Vienna, a woman may not take her hands off of the handlebars while riding in a public street, while in Florence, a lady cyclist must equip her machine with two bells.

In Russia, no woman may own a wheel except by royal permission, and as that is seldom given, women riders are not often to be seen, most of those who are privileged to ride, being of the royal family and consequently but infrequently permitted to leave their own private grounds.

In each of these cases, the rules given refer to women riders alone, the men being granted broader privileges.

Where to Spend the Vacation.

"Where to go on my vacation?" That is the question which usually gets around at this time of year. Well, you can go to the White Mountains, in New Hampshire; to the seashore resorts of Maine, along the beautiful North Shore of Massachusetts; to Lake Winnepesaukee, Lake Superior and hundreds of lake and inland country resorts in New Hampshire; to Vermont, Canada, New Brunswick, Nova Scotia, Central Massachusetts—in fact, the real vacation country is reached by the Boston & Maine Railroad, and the beautiful illustrated "Resorts and Tours," which contains over 90 pages of hotels, resorts, illustrations and descriptive reading enclosed in a delightful two-colored cover. All information regarding railroad rates, hotels, routes, etc., will be found here. This booklet will be mailed free upon receipt of address by the General Passenger Department, Boston & Maine Railroad, Boston. ***

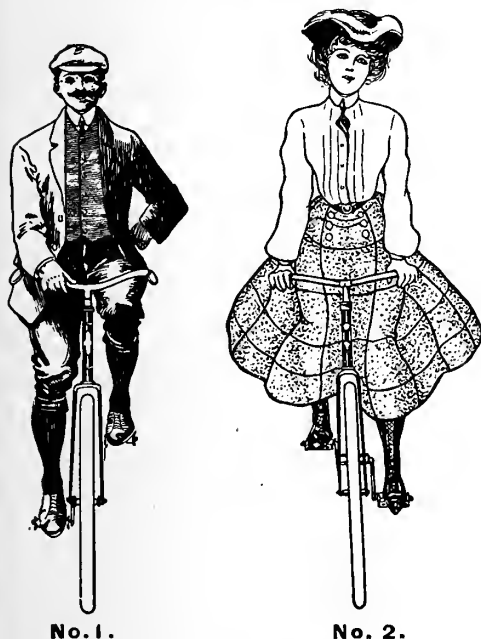
FIRST CATCH THE EYE,

then appeal to reason, is
given as the basis of all
good advertising.

AS EYE-CATCHERS

THERE IS NOTHING SO GOOD AS PICTURES.

These illustrations were
designed specially for the
use of cycle dealers.



No. 1.

No. 2.



No. 3.

Electrotypes—This size, each, - 35 cents.
Two inches high, - 25 cents.

ORDER BY NUMBERS.

THE BICYCLING WORLD COMPANY

94-96 Tribune Bldg., New York.

Cycling Types.

I've got some little pictures here, they're
photographs in verse
Of the people you encounter on the road.
There's the tourist going steady, for a gos-
sip ever ready,
With his luggage in a microscopic load.
His clothes are rather dusty, his complexion
rather brown,
And of rain and mud his jigger stands the
test;
For he loves to take his pleasure in the
country at his leisure;
Where Nature ever offers him her best.

Next to him we see the speedman, who can
tell us sporting tales
In a modest and an unassuming tone;
He will hang, though hot and dirty, to a car
that's doing thirty;
Or ride a steady twenty on his own.
He's a sportsman to the marrow, and al-
though a calmer day
Is the one that's most agreeable to his
taste,
To a wind he bids defiance, for he's prac-
tised self-reliance
In long and strong attempts to go un-
paced.

There's the vulgar imitation of the gentle-
man above:
His idea of fun is difficult to see;
For he'll struggle and perspire, with his
nose upon the tire,
To imitate a better man than he,
His voice is always noisy, his attire is often
loud,
He's a nuisance to whomever he may
meet;
If you want to know his glories, go and
listen to his stories
He is telling of his very latest feat.

And finally the picture in our manuscript
to-day
Is the clubman with enthusiastic mien,
And he goes out in his dozens to flirt with
country cousins
(This I'm told, although of course I've
never been).
Now of all the cycling pictures I've been
able to display,
The clubman's is the best that you can
choose;
He's a sportsman, a sublime one: (I men-
tion this since I'm one
And my club affords employment for my
muse).

—Theta in Cycling.

Court to Pick Owner of Bicycle.

There is trouble in Brooklyn over the right-
ful possession of a certain chainless bicycle,
the avowed property of one Madison G.
Gouterman, claimed by Mrs. Lillie M. Krenig
and held, up to the time of his incarceration,
by Charles Wood, an evasive, dark skinned
scion of the land of the cotton and the corn.
The machine was, so it seems, left in Mrs.
Krenig's keeping a long time ago, to whom
it seemed good to turn it over to Wood, who
was then in her employ, to use in running
errands for her. When that worthy was dis-
charged by her, on June 20 last, he took the
bicycle with him, claiming that she had
given it to him on the express condition that
he would repair it and use it in her service.
When he was discharged he says he took it
with him. Now, madam seeks to recover
possession of the coveted vehicle, and as he
cannot furnish bail the colored man is living
at one of the municipal lodging houses for
the time being. After various adjournments
for lack of evidence the case has at last been
handed over to the tender mercies of the
Court of Special Sessions.

Electrifying

is about the only word that be-
gins to describe the work of the



INDIANS

in the

Mt. Washington Hill Climb

on July 18th.

On a Two-cylinder Indian

Stanley T. Kellogg went up in **20:59 1-5**

away inside all previous records and
but four-fifths of a second
slower than the record-
breaking ascent made by
the fastest automobile—
a 60 h.p. racing car;

Oscar Hedstrom went up in **22:42**

also a record smashing ascent.

On a Single Cylinder Indian

Kellogg scaled the rough eight mile
mountain in . . . **26:24**

Compare Those Times

with the best previous records:

Automobile	24:37 3-5
Motor Bicycle	34:11 3-5
	52:42 2-5

The Indian has earned its
success by consistently
deserving it.

HENDEE MFG. CO.,

Springfield, Mass.

WANTS AND FOR SALE.

15 cents per line of seven words, cash with order.

INDIAN Motorcycles, grip controls, compensating sprockets, \$125, \$140, \$150; 1904 Rambler, new, spring fork, \$175; Mitchell, 4 h. p., \$90. Batteries and parts for Indian, Rambler, Warwick Motorcycles. We make a specialty of rebushing engines and reboring cylinders. **F. A. BAKER & CO.**, 1080-82 Bedford Ave., Brooklyn; 20 Warren St., New York.

WANTED—Second-hand Indian Motorcycles; I also want the trade of motorcyclists everywhere for supplies, ammeters, hydrometers, stands, spark plugs, belt hooks, chain links, batteries and everything else. **F. B. WIDMAYER**, Motorcyclists Supply House, 2312 Broadway, New York.

INDIAN motorcycle, cushion fork, grip control, etc., \$125.00. Rambler 1904, new, \$150.00. Complete stock of parts on hand. First-class facilities for reliable repairing on all kinds of motorcycles. **TIGER CYCLE WORKS**, 782 Eighth Ave., New York.

FOR SALE—Bicycle Sample Trunks to hold two bicycles; good condition; \$2.00 each. **FARWELL, OZMUN, KIRK & CO.**, St. Paul, Minn.

FOR SALE—A number of single and double bicycle trunks in good condition. Apply S. care of *Bicycling World*, Box 649, New York City.

CATALOGUE.

Thor Motor and Parts for Motorcycle and Hubs and Parts for Bicycle on application.

AURORA AUTOMATIC MACHINERY CO.,
AURORA, ILL.

BICYCLES and MOTORCYCLES

HIGH-GRADE LEADERS.

Fowler-Manson-Sherman Cycle Mfg. Co.,
45-47 Fulton Street, Chicago.

Write for terms.

JOHN S. LENC'S SON & CO.

33 Murray Street, NEW YORK,
CARRY A COMPLETE STOCK OF

BICYCLES, TIRES, SUNDRIES

CAREFUL ATTENTION PAID TO
PROMPT SHIPMENT.

Worcester Pressed Steel Co.

Light and Heavy
Metal Stamping
and
Cold Forging.

Automobile, Bicycle and
Carriage Fittings.

Catalogs showing stock
goods mailed upon
request.

MAIN OFFICE AND FACTORY AT
Worcester, Mass.



Chicago Office: 1064 Monadnock Building.

The Week's Patent.

796,349. Electrical Ignition Apparatus for Internal Combustion Engines. Arthur J. Postans, South Kensington, England. Filed October 19, 1903. Serial No. 177,626.

Claim.—1. In apparatus of the kind herein described a movable sparking electrode, a collar attached to the electrode and a pin operated by an electro magnet adapted to engage eccentrically with the collar so as to move the electrode along its axis and at the same time rotate it about its axis, substantially as and for the purpose specified.

OILERS.

"PERFECT"

25c.

"GEM"

5c.

"LEADER"

10c.

"CROWN"

5c.

"STAR"

10c.

We make oilers for almost the entire trade. The quality of our oilers is unequalled.

CUSHMAN & DENISON MFG. CO., 240-2 W. 23d St., N. Y.

HIGH GRADE

wheels must have the
best equipments.

There is nothing that gives more value for
the money than the use of the

MORSE TWIN ROLLER CHAIN



NOISELESS IN MUD, WATER OR
DUST AND ALWAYS EASY RUNNING.

The only chain having Frictionless
Rocker Joints. Insist on having the
Morse Twin Roller. Fits regular
sprockets.

Send for Catalogue and
Trade Price to

Morse Chain Co., Trumansburg, N. Y.

QUALITY
DIAMOND TIRES
THE DIAMOND RUBBER CO.,
Akron, Ohio.

Special Stampings
FROM
SHEET METAL
THE CROSBY CO., - Buffalo, N. Y.

"Don'ts" for the Motorcyclist.

Absentmindedness is a faculty possessed by many motorcyclists of failing to remember some of the things they ought not to forget to fail not to do. The most common antidote for it is a small piece of white twine tied around the third finger of the left hand just above the large joint, and tied tightly. When you see a fellow standing beside the road propping up a dusty machine and thoughtfully regarding the digits of his left, and not overclean, hand, these are some of the things he is saying over to himself.

"Don't go out without knowing how much there is in each of your tanks, and make sure about the condition of your batteries.

"Don't fail to strain all oil and gasoline before putting it into the tanks.

"Don't forget to oil everything except the saddle, tires and grips before getting on.

"Don't forget to see that the tires will stand alone.

"Don't leave the valves uncovered after pumping them up.

"Don't fail to cut out the spark before rounding a turn in the road which you can't see the other side of.

"Don't coast downhill at such a rate that the machine cannot be checked before reaching the bottom.

"Don't ride at night at such a rate that you cannot stop within the distance prescribed by the beam of light thrown by your lamp.

"Don't ever get caught going faster than the law allows.

"Don't let your engine race and don't let it labor; there is a wide range of happy medium, and the thing won't wear out so quickly if you keep within it.

"Don't leave the spark turned on, and if you like to keep the thing looking like new, don't fail to clean it and wipe all heated parts with a greasy rag before you wash your hands."

How to Enamel a Frame.

To enamel a bicycle frame, says an exchange, make an enamel by mixing 2 ounces burnt umber with 1 quart boiled oil, heating, and then adding 1 ounce asphaltum. Keep the mass hot until thoroughly mixed. Thin with turpentine while still hot. Use a camel's hair brush for applying the enamel and allow it to set; then place the article in an oven, bake for six or eight hours at a temperature of 250 degrees Fahrenheit. When cool, rub down with steel wool. Apply a finishing coat and allow it to bake eight hours at 250 degrees Fahrenheit. Rub down with a soft rag, varnish and bake again at 200 degrees Fahrenheit. Heat and cool the frame gradually each time. Black enamel is easiest to apply and bakes hardest, but requires a temperature of 300 degrees. Colors can be baked at from 200 to 250 degrees.

"Motorcycles: How to Manage Them."
Price 50c. The Bicycling World Co., 154
Nassau Street, New York.

Keeping a Motor in Condition.

One of the little things which go a long way toward keeping a motor in the pink of condition, and yet are so insignificant as to escape the notice of many a rider, is that of cleaning the inside of the cylinder directly after each run. While not at all essential, it goes a long way toward insuring good working, and contributes directly to the ease of starting after the machine has stood for some time.

With even the most successful engine oil there is a slight tendency to gum the walls and the packing rings, which because of their tight fit in the piston are easily clogged.

And whenever the machine is brought in from a run, there is upon the walls of the cylinder a thin coating of oil, which if not distinctly gummy, is yet thickened by the action of the heat and rapid working which it has undergone. This may be cleaned off readily enough if a few drops of kerosene oil be injected into the pet cock before it has had time to cool, and the motor turned over a few times. By this means the cylinder and piston are thoroughly scoured, and the surfaces left bright and clean, the kerosene dissolving the heavier oil and washing it down into the base.

When the motor is again started, the walls

receive a supply of fresh lubricant, which is perfectly sweet and clean, and cannot in any way tend to gum or carbonize them, and, which is a strong argument in cold weather; the work of starting is materially lessened by the same token. If this is not done, on the other hand, the parts gradually accumulate a coating of thick oil mingled with a carbonaceous deposit, which is but partially removed by the rubbing action and the supply of fresh oil when the machine is in use. Often this is so slight as to do no harm, and may never result in injury of any sort, but at other times the rings will become clogged just at the wrong time, and will break without any apparent cause.



A \$10.00 PRESENT WITH NEVERLEAK

If you want a Solid Brass Sign for your store front, you can obtain it, absolutely free of charge, by saving your NEVERLEAK certificates. When you have 12 certificates, mail them to us and we will send you such a sign, 12 by 15 inches in size, highly polished and having hand-engraved, black enamel filled letters. Two signs—one for each side of your door, will be sent in return for 24 certificates.

BUFFALO SPECIALTY COMPANY, Buffalo, N. Y.

"MOTORCYCLES AND HOW TO MANAGE THEM"

REVISED EDITION

BOUND IN CLOTH

The Only Book of the Sort in Existence

CONTAINS A MINE OF VALUABLE
INFORMATION

PRICE, FIFTY CENTS.

THE BICYCLING WORLD COMPANY
154 Nassau Street, New York City

"The A. B. C. of Electricity"

will help you understand many things about motors which may now seem hard of understanding.

108 Pages.

50 Cents Per Copy

THE MOTOR WORLD PUBLISHING COMPANY,
154 Nassau Street, NEW YORK.

ALL ROADS ARE EASY WHEN THE



**STAR
BALL
RETAINER**
IS USED.

With millions in daily use, it has stood the test for more than five years and is adaptable to ball bearings of any kind.

If you are users of ball bearings we would be pleased to hear from you and mail you our catalog with the latest information which we know would be profitable and interesting to you.

THE STAR BALL RETAINER CO., Lancaster, Pa., U. S. A.



If You are Interested in Automobiles,
THE MOTOR WORLD
 Will Interest You.

Published Every Thursday at 154 Nassau Street, New York.
 \$2.00 per Year. Specimen Copies Gratis.

Two Books for Motorcyclists

An elementary knowledge of electricity will go far towards making for the fullest measure of motorcycle satisfaction.

"The A B C of Electricity"

will impart this very knowledge.

The book is entirely non-technical and can be understood by the man who does not know "the first thing" about electricity.

Price, 50 Cents.

If you ride or sell,
or intend to ride or sell
motor bicycles,

"Motorcycles and How to Manage Them"

is the very book you need.

Every page teaches a lesson. Every illustration
"speaks a piece."

Price, 50 Cents.

THE BICYCLING WORLD CO., 154 Nassau St., New York.

TO THE LIVE MAN

Interested in cycling who realizes the value of keeping informed
about all that concerns it this blank will be hint enough:

THE BICYCLING WORLD COMPANY,
154 Nassau Street, New York.

Enclosed find \$2.00 for which enter my subscription to
THE BICYCLING WORLD for one year, commencing with
the issue of _____

Name _____

Address _____

BOSTON & MAINE R. R.

**LOWEST RATES
FAST TRAIN SERVICE**

BETWEEN

Boston and Chicago,

**St. Louis, St. Paul
Minneapolis**

and points West, Northwest, Southwest.

Pullman Parlor or Sleeping Cars on all
Through trains.

For tickets and information apply at any
principal ticket office of the company.

D. J. FLANDERS, Gen'l Pass. & Ticket Agt.

**THE CYCLIST-
TRADE REVIEW**
FOUNDED 1879

THE LEADING ORGAN
OF THE
CYCLE TRADE

Read by the whole of the
BRITISH TRADE.

American Subscription Rate
9/4 per annum.

Specimen copy on application to
ILIFFE & SONS Limited,
COVENTRY, Eng.

The Best Advertising Medium
for the Irish Trade is

**THE
IRISH CYCLIST**

Specimen copy and advertising rates on
application to

MECREDY, PERCY & CO., Ltd. Props.
34 Abbey St., DUBLIN,

The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LI.

New York, U. S. A., Saturday, August 19, 1905

No. 21

DEFENDANTS FILE BONDS

They Give \$20,000 and Another Period of Bottom Bracket Quiet Will Ensure.

As was expected, the defendants in the bottom bracket suit have given the required bond for \$20,000 pending their appeal and staying the injunction issued by Judge Ray until the appeal is decided.

This may or may not result in a period of inaction for two years or more. If the master in chancery who has been appointed to assess damages follows the usual procedure of examining the records of the defendants to ascertain the number of bicycles they made and the amount of their profits for the past six years, it probably will be all of two years before the case is again heard of. The attorney for the Pope Mfg. Co. has, however, proposed that the defendants submit sworn statements concerning their product and profit, and if this is done and the statements are not questioned, there will be little or nothing for the master in chancery to do and the matter will be greatly expedited.

Meanwhile the Pope attorneys are actually preparing to bring proceedings against the bigger wholesalers and retailers who sold or who sell bicycles in violation of the bottom bracket patent, and it is not unlikely that the first case will be instituted during the September term of court.

"My instructions are to sue every violator of the patent who has money enough to make him worth suing," said Counsellor Redding, "and I am shaping things with that end in view."

New Factory for Hartford Rubber

The Hartford Rubber Works is adding another factory to its already large plant. The new building will be built on the east side of Bartholomew avenue, running parallel with and on the east side of the present factory No. 2. It will cost \$50,000, and will be used for storage purposes, although the arrangements will be such that it can be devoted to manufacturing purposes. The building will be 150 feet long and 43 feet deep,

three stories high with a basement and a sub-basement. Work has already been started in laying the concrete foundations.

England's Half-Year Export Record.

For the six months ending with June, England's cycle export trade attained a value of £450,462, as against £369,320 for the first half of 1904. The number of bicycles represented by these values was 19,500—average value £6 12s. 6d.—exactly 449 machines in excess of the corresponding period of the previous year. The bulk of the increase was attributable to parts, the exportation of which amounted to £319,921.

Shifts in the Pope Staff.

R. C. Rueschaw, sales manager of the Pope Mfg. Co., Hartford, has tendered his resignation, to take effect August 24. He has engaged with the Reo Motor Car Co., Lansing, Mich., in a similar capacity. Rueschaw will be succeeded by J. F. Cox, long the Pope purchasing agent, who in turn will be succeeded by J. P. Fogarty, assistant manager of the Pope company's Chicago factory.

Chattanooga has a New Corporation.

The Chattanooga Automobile Company, Chattanooga, Tenn., has incorporated for the purpose of building, repairing, buying, selling and dealing in automobiles, motorcycles, bicycles, etc. The capital stock is \$10,000, and these are the incorporators: Charles Forstner, Joseph C. Forstner, W. S. White, J. L. Foust and A. S. Dickey.

Another Wing for Fisk Factory.

They are making ready to add still another wing to the already expansive plant of the Fisk Rubber Co., at Chicopee Falls, Mass. The addition will be 60 by 160 feet, three floors and basement.

Parcels Now Mailable to Australia.

The parcels post convention between the United States and Australia is now in effect. The terms concerning the value, size and weight of packages that may be transmitted are similar to other conventions of the sort.

The Retail Record.

Dana, Mass.—George W. Durke; repair shop damaged by fire.

STRIKING AT SHYSTERS

Makers Secure an Injunction Against a Cut-Price Concern Which Uses Their Name.

"Things are not what they seem," any more over seas than in this land of the free, and underhand methods are apparently brought under the limelight of publicity about once in so often, just as here. The game is not a new one on this side of the water by any means—merely the old trick of advertising a well known brand of bicycle at a very much lower price than they could ever be obtained elsewhere, at the same time making it appear, by inference, at least, that the advertisers were duly constituted agents of the makers in question. To put it briefly, trading on the name of the well known manufacturer without his consent, and usually without his knowledge until the announcement happens to come to his notice—a practice that at least one house of unsavory reputation in the metropolis has been haled to court for in more than one instance.

One O'Brien, likewise one O'Brien Limited, both, in fact, one and the same personage, thus dabbled with the name of the Swift Cycle Co., as well as those of practically every prominent maker in the "tight little isle," but the company in question was apparently the only one to take action in the matter.

Under the alluring headline of "Money for Nothing," the genial Mr. O'Brien advertised "that is what my system insures the buyer." On any Coventry made machine he promised a reduction of at least \$5 where the list was \$42.50, and "even more on some \$40 cycles." On higher priced machines a reduction of from 10 to 20 per cent was guaranteed. Delivery as well as the fact that every cycle was brand new and unsoiled was likewise assured the purchaser.

The Swift Cycle Co. of Coventry naturally felt somewhat aggrieved that any one should try to sell their product at cut rates right under their very noses, so to speak, and consequently petitioned the court for an injunction to put a ban on Mr. O'Brien and his methods. The case came up for trial before a jury, and resulted in a verdict for the plaintiffs, upon which an injunction was granted.

ON THE SCRAP HEAP

**How Useful Materials are Wasted Thereon
Illustrated by an Amusing Example.**

The defendants took an appeal, principally on the ground that there was no cause of action at all, and, further, that the learned judge in the court below had grievously erred in his charge to the jury by stating that the case rested upon the question, "Were the advertisements calculated and intended to injure the plaintiffs' business?"

Counsel for the defence said that the object of the action was to stop the defendants from selling high grade wheels at cut prices, which was damaging to the makers, who had combined to keep prices up, and that for this and the reasons already adverted to the appeal should be allowed. As opposed to this counsel for the plaintiffs asserted that the "defendant's advertisements were carefully painted decoys in order to bring the Swift company's customers into their hands," and further stated that the defendants were selling Swift bicycles as low as \$30. In short, that the defendant merely used the plaintiffs' reputation to steal their customers.

The injunction granted in the lower court contained two counts, one restraining the defendant from representing himself as the agent of the plaintiffs, and the other to prevent them from advertising as such. The matter was finally disposed of by altering the injunction so that it contained but the first count unqualified, upon which the defendants gave a bond and each side paid its own costs, a solution far more favorable to the defence than the aspect of the case would appear to warrant.

Peculiarities of Aluminum.

Aside from its lightness, aluminum holds an important place in the construction of the up-to-date motorcycle, but it is a metal the attributes of which are not generally known. Its density is 2.56, as compared with 7.25 for cast iron. Its resistance to atmospheric change is, however, one of its valuable qualities, as it preserves its white surface for a long time, only turning to a steel gray with continued exposure. Moreover, it is possessed of a certain degree of durability and tenacity which renders its working extremely easy, qualities in which it compares very favorably with silver.

The ease with which it may be alloyed, and the value of the resulting combinations, are, in addition, items that entitle it to further consideration, as a small proportion of aluminum added to iron, steel or copper increases the durability and homogeneity of the latter, while aluminum bronze, which is an alloy of 90 per cent. copper and 10 per cent. aluminum, is credited with the durability of gold. Its price, still high, has decreased from approximately \$15 a pound twelve years ago to less than a tenth of what it was, and it will be further reduced, owing to the immense demand for it brought about by its liberal use in automobile and motorcycle construction.

The most commonly known beds are in France, along the banks of the Rhone and the Herault, also in Ireland and the United States, which produce hydrate of aluminum. It is also extracted from the cryolite or sodium aluminum fluoride found principally in Greenland. It is thought that the discovery of new beds is necessary to cause any further lowering of the price.

"What ought and what ought not to go on the heap in the repair shop has always been a question which could be answered in different ways in different shops," says a contributor to the Cycle Trader. "Some shop managers insist on a great deal of odd material being saved which may, some day or other, be found useful, but which seldom is. Others allow the men to put on the scrap heap materials which may be found most useful in the shop, and sometimes almost indispensable. In such shops as the latter the proprietor is assuredly losing money every day.

"Take a case in point: I remember a shop where a great many frames were built and where constantly a great deal of filing up was done. The filing up was done at piece work rates, and it was, of course, natural that the men on this particular job would try to get through as many frames in a day as possible. Naturally also they would get as many new files as they could, and equally naturally the manager would see that all files were worn out before replaced with new ones.

"Each man when started was given a full set of files, and when he required a new one the old one, either worn out or broken, had to be delivered into the stores before the new files were sent out. The storekeeper, after seeing that the files returned were really unfit for use, issued new ones, and threw the old ones on the scrap heap.

"Now, the scrap heap was the common rubbish heap of the shop, to which all had access. What was more natural than that, when a man wanted a new file so as to cut quicker and get through more work, even if his old file was not nearly used out, he should go to the scrap heap, select the oldest file of the class he wanted, throw away his half-used file, and stalk up to the stores with the old file, which had probably done the same duty hundreds of times before, and return with a new file. And so things went on. The storekeeper only gave new files out against absolutely worthless ones, which he threw on the scrap heap; the men always had new files when they wanted them, and every one was contented. The scrap heap collected quite a little stock of half used files, the men made good piece work wages, and the proprietor paid for about twice as many files per week as were needed.

"I remember that, at the time, the shop manager was greatly elated over the very simple little system which prevented the giving out of files to men who had not used their own out. When one corner of the scrap heap was disclosed to him he discovered that his system was just the very system which allowed the men to do exactly what he was trying to prevent.

"Now, the scrap heap may in similar cases contain materials which ought not to be there, and the only way to avoid such fraud on the storekeeper is for him to break up all files into at least three pieces before throwing them away. Very seldom is a file accidentally broken into more than two pieces, and the stores man should insist on having old files returned intact before new files are given out.

"At the same time old files, especially flat and round files, are very handy to be kept in the stores as raw material. Very good screwdrivers can be made from old flat files, and old round files make good centre punches and even flat drills. In many shops the small size dies for screwing are made from flat files, and these are generally found to be exceedingly lasting for such purposes if properly made in the first instance.

"Another material which is often found wasted on the scrap heap is brazing wire. Lengths of this are given out, and when they get down to about a foot in length they find their way to the scrap heap. It is a wilful waste of material to throw these pieces away. I have found that the best way to use up these pieces, and one which is simple and easy if insisted upon, is as follows: Take a length of about 18 inches to 2 feet long of brake rod tubing and heat the end red hot. Insert a length of flat brazing wire about a foot long and extending into the tube about 6 inches. Then hammer down the end of the tube on to the brass wire, and the contraction of the tube in cooling will cause it to grip the wire so tightly that it will not come away.

"Keep this piece of tube on the forge, and use the ordinary wire in the ordinary way—that is, coiling a piece round to hold, and uncoiling it as the length becomes reduced by use. When getting so near the end of the length that it is difficult to hold on account of the heat, take up on its end a quantity of borax. Then take up the piece of wire in the steel tube, heat this end in the blowpipe flame, so that the ends of both pieces of wire are melting and well fluxed with borax. Take them both out of the hearth together, and hold them end on to each other, and let cool, when the short end will have a new lease of life. If this is done each time a short end is reached, and before cutting off the new piece from the roll, the waste of brazing wire will be stopped. The job does not take as long to do as it takes to write about, and can be easily done while a brazing job is in course of manipulation."

A Mushroom Degree.

"Whence the degree of motorcycleing?" asks an over the water contemporary nunc the advertisement of one who styles himself Professor, with a capital P, and offers to teach the theory, mechanism and handling of the motorcycle. Has a knowledge of the light steed come to be regarded as on a plane with the consorial art, the following of Terpsichore or the instruction of the young idea in the manly art of self-defence?

TEST OF MOTOR POWER

Some of the Methods Which are Employed to Determine the Output.

According to French experimenters, trials of gasoline motors are following practically the same process of development as are improvements in general connected with mechanical locomotion, says an authority. The methods now in vogue have been brought to a state of perfection where it is actually possible to make the results of tests approximate so very closely to the output of the motor that the constructor is enabled to compare its workings under varying conditions much more accurately than was formerly the case.

The methods originally employed were those customarily made use of in laboratories making a specialty of such tests. That carried out with the aid of the Prony brake is too well known to call for any comment. Its use, however, requires close surveillance, and it is not practical for recording small powers or slight deviations. The late Colonel Renard, to whom the aeronautic world owes a debt of gratitude for his lengthy and valuable investigations, invented an apparatus in the form of an electric dynamometer, which he termed "dynamometrique," and which is said to be superior to the Prony brake for the purpose. It is based on the laws of atmospheric resistance, and consists of two palettes or vanes on an arm attached to the motor to be tested. The distance between the vanes in question may be varied at will by moving them back and forth along the arm. With this it is sufficient to increase the speed to obtain the amount of power furnished according to the position of the vanes in relation to the axis of rotation.

However, in order to obtain approximately accurate results by this method it is necessary to make thermometrical and barometrical corrections, according to the variation of the weight of a cubic meter of air due to changes in the surrounding conditions. On the other hand, the speed must be calculated quite exactly, because the relative error in the speed becomes multiplied by three in the measure of the power.

By reason of their simplicity and accuracy, as well as convenience, the majority of constructors have found it expedient to adopt electrical methods of testing. The most simple method of this nature consists in coupling a generator directly to the motor to be tested. The amount of power generated by the dynamo furnishes a fairly accurate measure of the output of the motor, and this is the method generally followed in practice. This most simple of all methods only calls for a thorough knowledge of the capacity of the dynamo used in the test under varying conditions in order to arrive at accurate results.

Another method the use of which is more or less common, though not quite so general, is that of the electric brake, which consists of the combination of a dynamo and brake.

This dynamo-brake, or "dynamometrique dynamo," is in reality nothing more or less than an electrical Prony brake in which friction is replaced by the electro-magnetic reactions in the generator itself. The dynamo, which is directly coupled to the motor to be tested, is of the usual multipolar type, and only differs from the latter in being provided with a scale beam and counterweight, as well as means for revolving the entire magnetic field, which is supported on ball bearings, about the armature through a portion of a circle. The revolution of the armature and its attendant electro-magnetic reactions tend to force the magnetic field to follow it and revolve in the same direction. The amount of this force is measured, as in the case of the Prony brake, by weighting the ends of the scale arm. Thus electrical friction takes the place of mechanical friction.

In order to accurately determine the output of the motor, it is sufficient to ascertain the speed and the weight placed at the extremity of a lever of given length. The current supplied by the dynamo is either dissipated in resistances of one kind or another or is put to useful work. At all events, its amount does not enter into the calculation, as it is only necessary to utilize the regular Prony brake formulae. In making a test the movable weight is slid along the scale beam, which is graduated in grammes, until perfect equilibrium has been obtained. The weight indicated by the reading thus found is then placed on the pan or plate of the scale itself. The speed is ascertained by the aid of a tachometer or similar instrument.

La Societe La France Electrique, a body that has pursued numerous investigations along this line, making use of the above described instrument, also employs a series of "dynamo-brakes," in which the place of the scale and weights referred to is taken by a hydraulic dynamometer, thus permitting of the direct reading of the amount of effort delivered on a manometer. The latter is graduated in such a fashion that the reading taken in connection with the number of turns per minute gives the output of the gasoline motor directly.

In the installation employed by this society for the purpose of carrying out tests, the manometer and the tachometer are attached to an independent column at some distance from the motor and dynamo in order not to be affected by the vibrations of the latter. The switchboard permits of the current generated being passed through metal resistances or used in the laboratory. The starting of the motor is rendered easy by turning the dynamo over a few times as an electric motor until the engine takes up its cycle, when the current is cut off. The engine and dynamo are mounted on independent bases and coupled with a universal joint. Another set used by the same society differs somewhat in that the dynamo is set upon a lengthened base, which also accommodates the motor to be tested, the drive being effected through a flexible coupling of the Raffard type. The tests made with these "dynamo brakes" are very accurate, and their installation is very easy, which probably accounts for the adoption of the system by such firms as Renault Freres, the makers of the Aster motors and other prominent houses.

MATTER OF GUARANTEES

"Special Brand" Bicycles Lead to Some Suggestions on the Subject.

In England, where the sale of "transfer" machines, as the special brands are called, has assumed much greater proportions than it has here, there has recently come a discussion of the subject of guarantees, it being pretty evident that no single form could well be adopted by a firm handling at the same time the product of a reputable manufacturer and another bearing his own transfer.

One of the trade press has accordingly drafted a couple of forms with the idea of covering the ground in each case without too much involving the dealer, and without at the same time frightening away the customer. The suggestion follows:

For machines with a distinguishing name: "This machine is not manufactured by us, and is supplied to us with the guarantee contained in the manufacturers' current catalogue, to which our own guarantee to our customers and our liability is strictly limited, all other implied guarantees as to quality and fitness being excluded."

For "own transfer" machines:

"We desire all cycles sold by us to give satisfaction to our customers, and hereby undertake to make good, in the case of cycles bearing our own 'transfer,' all defective parts brought to our notice within twelve months of date of sale free of charge, and within the like period to repair any breakage due to faulty workmanship, if any such should be found to exist. This undertaking is given in lieu of the warranties set out in Section 14 of the Sale of Goods Act, which are excluded from operation."

The subject is one which is always pertinent, and though not of particular local interest, yet involves a principle which is of vital importance to the dealer at all times. He must protect himself, and he must at the same time yield to the customer sufficiently to secure his absolute confidence in his goods.

"It will probably be urged in respect of the first of these forms," says the writer, "that it would have a deterrent effect upon customers. But it must be remembered that it is practically impossible for the agent to pass on the manufacturer's guarantee to the retail customer in such explicit terms as will protect him, without running the risk of frightening any critically-minded customer."

"In drafting the second of these forms, it is more important still to include nothing in the guarantee which will frighten the customer. For much as the small maker may wish to protect himself, it is essential that he should show the fullest confidence in the quality of the machines bearing his own transfer. We believe this to be so because the public is readier to give the large manufacturer credit for wishing to preserve the reputation of his products than to give that credit to the small maker. That being so, the small maker would be unwise to use a form of guarantee less indicative of his confidence in his machines than the one we outline. We believe it strikes the happy medium between full protection for the trader and full protection for the customer."

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Sec'y Chicago Motor Cycle Club.

WHAT

Mr. W. E. BAUM,
Sec'y Chicago Motor Cycle Club

SAYS

OF

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, AUGUST 19, 1905.

The Sport and Its Stimulation.

The action of the New York Athletic Club in again organizing and exploiting a track team of amateur cyclists is so full of significance and meaning as scarcely to require comment. As the leading organization of its kind in the United States, its example is worth a bookful of sermons and argument. The reappearance of the "winged foot" on the cycle path is a sign of the times—a sign of the restoration of cycling—that is so large and so clear and distinct that few can escape it if they will.

That the public—the metropolitan public—itsself is hungry for cycle racing and knows how to appreciate it, the crowds and the enthusiasm that have marked the several meetings in Madison Square Garden is sufficient evidence. It is safe to say that if a more popular price of admission and for seats prevailed the big building would be packed to the doors each night. It has required racing in some such central and easily accessible place to demonstrate that the bicycle has not lost its hold on the public to any such extent as the croakers have pictured.

As a matter of fact, and as the Bicycling World several times has remarked, there is

no sport that compares with cycle racing—there is none that is so stirring, none that provides so much "action," so much skill and generalships or so many close and exciting finishes, which, aside from those to whom the betting box is the chief attraction, is what men most desire to see.

A veteran New Yorker, who had not witnessed a cycle race for three years, but who during that period had not failed to see all of the alleged sport that passes for automobile racing, very tritely expressed the rekindled interest while viewing the races in the Garden on Thursday night.

"My God!" he exclaimed. "Is it possible that I abandoned such stirring sport as this for the farces that are served up at automobile race meets? I must have been in a trance."

It looks very much as if the public is coming out of its long trance.

When the Brakes are Down.

They are telling a story in all the English papers of a youth who, as he was riding up a slight incline, overtook an old countryman on an antiquated tricycle, upon which he was laboring with evident effort, and but little apparent success. As the youngster passed him, he noticed that his brake was held firmly against the wheel, and, thinking to enlighten him, he called out that he was holding onto his brake. To his surprise the old gentleman replied: "I knows, but I be afeared o' un goin' back'urds."

The spirit of the old man is more common than might at first appear, and many a man in the heyday of life, riding a more modern vehicle, pedals away as hard as he can, all the while holding fast to the brake, nor daring to let go for "fear o' un goin' back'urds."

True enough, there was danger of going backwards—if he stopped pushing—and true enough, too, the brake was just the thing to check any such tendency, but there were two flaws in the old fellow's reasoning, two points which he failed to take into consideration. The brake was just as effective in checking his progress as it would have been in retarding the backsliding he so feared, and he could not possibly go back so long as he kept going forward.

Conservatism is all to the good, as they say on the street, if only it is properly modulated. It is a mark of wisdom to be provided for any and every emergency, but the properly governed conservatism applies a ratchet and not a brake. It takes every possible measure of preventing backward motion

without hindering the march of progress in the least.

The youth passed the old man because he was thinking more of getting up the hill than he was of the danger of running down. He had no time to consider such a possibility, for he was busy with getting ahead. His very alertness in the work was his best safeguard, too, for it means that he was all alive to the needs of the moment, and had a reverse come, had he broken a chain, for instance, he would by that very token have perceived his danger at once, and been able to cope with the difficulty and cover the emergency successfully.

Here and there along the roadway one sees a man who is working away for dear life with his brakes down. He is honest, he is industrious, but he is away back in the ruck, because his effort does not tell for its full value. And when a youngster passing shouts to him that he might make better progress if he let it up a bit, he says: "I knows, but I be afeared o' un goin' back'urds."

When \$1 Buys \$2 Worth.

Riding a cheap bicycle always was and always will be akin to "monkeying with the buzz saw." The man who uses it must be prepared for just such occurrences as the one detailed by "The Missouri Kicker" elsewhere in this issue, and as that interesting individual advises, when in riding in company with the man mounted on such a machine, it is the better part of wisdom to give him plenty of room for "eventualities."

The time will never come when one dollar will purchase the value of two dollars, and though bicycles may look—look, mind you—pretty much alike, the manufacturer or merchant who claims to offer such value knowingly utters a lie, and the person who fancies he will be able to obtain deceives no one so much as himself. Before he is finished with his \$2 for \$1 bicycle, he too often learns the expensive lesson that the best is the cheapest in the end. The cheap bicycle is but another form of "special brand" goods to which so much space has been devoted in the last few issues of the Bicycling World; it masquerades under a variety of names, but whatever title it bears, it represents product manufactured to meet the competition of price—low price—not of quality. It cannot be a thoroughly trustworthy article simply because the price will not permit of it, and any person of ordinary intelligence should be able to grasp the fact. That so very many of them fail to do so, or elect to "take chances" is the remarkable part of it all.

TYPICAL TALE OF A CROCK

**Th. Damage a "Cheap and Nasty" Can do
When it Falls Apart.**

Editor The Bicycling World:

That the sayings, "Nickel and enamel cover a multitude of sins," and that "the rider of the cheap wheel runs awful risks," are as true to-day as ever they were was proven in a convincing manner by an accident in which I and another rider were the principals last Sunday. Indeed, we owe it only to fool luck that we were not dispatched to that locality where scorching is much more in vogue than hereabouts. Although I had a close escape, still I cannot help feeling very much put out when I think about the occurrence, as ever since I began riding I have everlastingly talked and written of and in every possible way condemned trashy bicycles, and to then "get done up" by one of that kind!

To begin with, I am glad to remark that all the St. Louis wheelmen who tour the surrounding country, with one single exception, ride only bicycles of the highest class. This exception, however, always considered "the price" far more than any other thing in the selection of his mounts. What was even more disgusting, he claims to have a thorough knowledge of fine mechanical work, and loves to dwell on the subject of what fine service he got out of the modern "cheap wheel," notwithstanding that he often had his troubles, and that once before a machine suddenly collapsed under him, which, however, fortunately happened when he was going at a very slow pace.

That oldtimer, H. G. Wolzendorf, who can give such good, wholesome advice on touring remarked in his own characteristic dry way a few weeks ago that "— will smash his face one of these days riding that — wagon of his."

When I met Wolzendorf yesterday I could not but smile. It was my first smile since the wreck.

"Dorfee," I greeted him, "do you remember the remark you made some time ago?"

"Did it happen?" came the response in a softly anxious tone.

Did it happen! Well, on the fine, long, smooth down grade leading to Fenton on the Meramec River, fifteen miles from St. Louis, we were coasting at a good twenty-mile clip, I being about four or five feet directly behind him—not Wolzendorf, but the cheap wheel advocate—when—oh! it was a terrible thing to witness, the front forks of his machine suddenly let go; and oh! how I was jarred! Never was I so jarred before. I couldn't even swear. I was too mad or in too much pain, I don't know which.

While I can't tell whether either of us were seriously injured till I see the physician's bill, I am thankful that my injuries are not in evidence so that I don't have to relate all day long "what happened," etc.

In this respect the other fellow was much less fortunate. His face was smashed in every sense of the word; he was such a sorry sight that he had to call up his wife over the long distance telephone in order that she might not suffer a nervous shock upon his return home.

In regard to the question of whether a cheap bicycle is more economical than the high grade, this man will now have to do some fine juggling of figures if he still wishes to harp on the subject. In addition to the inconvenience of wearing a "smashed face," having to foot a doctor's bill, replacing his wrecked machine and paying other minor bills, his fine gold watch was smashed beyond all possibility of repair.

The big difference that exists in high grade bicycles and the other kind was strikingly illustrated when we got to examining the wreckage. Despite the terrific jolt my Columbia chainless received in running into a wrecked bicycle and its prostrate rider, and that the machines were so tightly wedged together that it was with considerable difficulty we managed to disentangle them, my machine suffered no more serious injury than three broken spokes in the rear wheel, which did not even cause it to run out of true. The cheap bicycle suffered a great many more injuries than the part which caused all the mischief.

I am exceedingly anxious now to see if this advocate of cheap bicycles will profit by his experience, and if he will now get on the right side of the fence.

My advice now is: Give riders of cheap wheels plenty of room, and bear in mind that coasting close together is not altogether a safe practice. Motorcyclists especially might take heed; they naturally travel at a fast gait nearly all the time.

THE MISSOURI KICKER, ST. LOUIS.

New York Amends Sidepath Law.

Although nothing was known at the time of its passage, it seems that the New York legislature, at its last session, engaged in some side path legislation, the text of the amendment to the present law being as follows:

"Section 1. Chapter one hundred and fifty-two of the laws of eighteen hundred and ninety-nine, entitled 'An act in relation to the use of bicycles on sidepaths, for licensing bicycles, for the appointment of sidepath commissioners, and to provide for the construction, maintenance, regulation, preservation and shading of sidepaths,' as amended by Chapter 640 of the laws of 1900, and as amended by Chapter 342 of the laws of 1904, is hereby amended by adding thereto a new section to be known as Section 13 and to read as follows:

"Section 13. The said board of sidepath commissioners shall have the power to appoint one or more persons as sidepath police, whose appointment shall expire at the end of the calendar year in which made, who shall be paid such salary or fees as shall be fixed by the board making the appointment, which with their actual disbursements, which also may be allowed them in the discretion of such board, if allowed, shall be audited and paid as provided in Section 4 of this act, and who shall have power to make arrests for the violation of this act. Such appointment shall be filed by the secretary of the sidepath board in the office of the clerk of the county.

"Section 2. This act shall take effect immediately."

POLICE SENSATION SPOILED

But Before it was Spoiled, Two Motorcyclists Suffered Cold Chills.

Hartford, Conn., and its suburb, East Hartford, came near to having a real sensation on Monday last, so near that the police reserves were called out, and, without what might have been an exciting race, succeeded in capturing two men and their motor bicycles.

It was shortly before the whistles blew and the bells sounded the hour of noon, when the sergeant at the desk at police headquarters was roused from his snooze by the sharp ringing of the telephone bell. On taking up the receiver, he heard a message that made his red blood thrill. It was given in an excited voice from the house of A. H. Olmsted, in East Hartford:

"Two motorcyclists have just run into and killed a boy on Main street. They are escaping toward Hartford. Head them off at the bridge."

In the case of the sergeant to think was to act. Chief Gunn was notified, and immediately there was "something doing." He ordered out the patrol wagon post haste, and Detective Sergeant Dietrich, Sergeant Quinn, and Patrolmen Flynn and O'Brien, all gallant men and true, were rushed to the Hartford bridge. It was a thrilling ride; corners were cut as they had never been cut before, and chances were taken which eclipsed any of those recorded in the annals of the force. The bridge was reached just in the nick of time. For as the steaming horses galloped up to the approach at the one end, two motorcyclists were seen entering at the other. Quickly the wagon was slewed across the street at one side and quickly the heroic officers joined hands and spread out, forming a barrier from it to the curb at the other, and awaited the onslaught. It never came. The motorcyclists surrendered without a struggle. They were as scared as they were surprised.

In the august presence of the chief, both of the prisoners were dumbfounded when told what they had done. But the chief, he is a "wise one," he is. He continued the examination in his sternest tones, and ordered the names of William Morgan and Orrin M. Thrall, both of South Windsor, Conn., jotted down on the blotter. As he prepared to order them into a cell there came a second call on the telephone. The same voice which had given the alarm was heard again.

"If you caught those two fellows on motor-cycles, you had better let them go," it ran. "It was a dog they ran over, and not a boy at all. The — dog isn't even badly hurt. Some woman came running in here and said her boy had been run over and killed, and I knew there was no time to be lost, so I called up headquarters without waiting to investigate."

After a period of silence, during which a healthy man might have drawn three long breaths, someone stirred. There was an uneasy shuffling of feet on the floor, and then spake the voice of authority:

"You may go."

VETERANS DO A CENTURY

Revisit Old Scenes and are Startled by Some of the Changes of Road.

The Veterans' Annual Invitation Century Run, instituted in 1899 by Captain Charles P. Stanbach, took place last Sunday, 13th inst., over the Sag Harbor-Jamaica course, thus reviving memories of the great century runs of several years ago which were conducted over this "length of Long Island" route.

It will be remembered that the first veterans' run proved immensely popular, attracting nearly eight hundred riders. The succeeding runs were each of them the largest events of the kind each year, excepting only one of the newspaper runs, now discontinued.

This year saw a radical departure in the plan of the run, the change being calculated to appeal only to veteran and dyed-in-the-wool century riders, at the cost of the loss of support of novices out for their first century medals. There were no "fast packs," no "race home," no bugles, no sashes.

The run was little advertised, invitations being sent out only to riders who have attended past veteran runs. The trip, including a ten-hour sail through Long Island Sound, required an early Saturday start, and this had the effect of keeping some away. The event was, however, a decided success.

Among the better known riders attending were President D. M. Adee, of the Century Road Club Association; George S. Sweet, of the New York Athletic Club; Paul Thomas, once holder of the New York-Albany record, and Charles P. Staubach, once holder of the New York-Philadelphia single and double trip records. These four all have over one hundred centuries to their credit. Present also were Henry E. Ducker, of Albany, erstwhile promoter of track racing; Chief John Castles of the New York Fireman's Cycle Club; L. V. D. Hardenbergh, of the United Cycling Clubs of Long Island; Harry Gill, of the Lafayette Wheelmen, of Bridgeport, Conn. All of these incidentally hold membership in the Century Road Club Association, as do Henry Heldman, Joseph A. Josefson, Christie Moe, Frederick Jacobs and D. D. Adee, son of D. M., who were on the trip.

The Saturday sail from New York to Sag Harbor was delightful, and every moment was enjoyed. Story and reminiscence made the time pass quickly. Sag Harbor was reached at 11 p. m., and all, after a stroll around the village, turned in for a few hours' sleep.

All were up at 5:30 o'clock Sunday and enjoyed an excellent breakfast, and started at 6:30 for the first checking station, Southampton. Here all had found that an eleven-mile ride over excellent roads and through beautiful scenery required no stop, and so none was made until the ancient and historical Canoe Peace Inn was reached.

Resuming the ride, it was found that the Shinnecock Hills, while as beautiful as ever, had lost their terror for the cyclist, as a new road had been laid in and about the hills on practically an exact level. And so the ride went on, through Good Ground, West Hampton and Moriches to Patchogue, woody side-paths alternating with harder, smooth roads. There was great temptation to hurry the pace, and it is whispered that Chief Pace-maker Adee yielded for a time to the tune of twenty miles an hour, but this speed was maintained, of course, for only a few miles, and then only in the early morning hours when no one was abroad.

At Patchogue, the dinner stop, the party was added to by a delegation which had ridden out from Brooklyn, headed by R. A. Van Dyke and D. H. Lodge, of the C. R. C. A.

The ride from Patchogue to and beyond Oakdale was a revelation. The oldtime side-path was found to have been succeeded by a perfect shell road, hard, smooth and as unmarked as a huge concourse of marble. This reached nearly to Islip.

One mile short of Babylon, with seventy-three miles finished, it rained. It rained, and it poured—and then rained some more. All laid up on a dry hotel stoop for nearly two hours, and then came another oldtime institution, a hard mud plug to the end. The rain had ceased, but the roads were temporary puddles and quagmires. Oldtime pluck came to the rescue, and in the fast gathering gloom, at 7:30 o'clock, all but five, fallen by the wayside, rode up to the finish, muddy, tired, but triumphant, with pleasant recollections of the sail and morning ride which the final struggle against odds only intensified.

Next year the run will probably be a two-day event, one day being devoted to a century to Philadelphia and the second to sight-seeing there.

To Limit Weight of Tires.

The Austrian Motorcyclists' Association has decided to weigh racing motorcycles without tires and to fix a limit weight for the tires also. Ninety-nine pounds is suggested for the former and eleven for the latter. It is pointed out that as it is obvious that where tire makers have a fixed margin to work to, and not, as heretofore, restricted to a possible margin, a more durable sample will be evolved. The stability of the tires counts integral with the frame and engine in the chances of a competing machine. The weight limit of the frame is already known, possibly, too, of the engine, but with the addition of a fixed standard for the tires the third important item may be said to be standardized.

Small Boy Brings Down Lawson.

Iver Lawson, ex-world's champion and at present holder of the Australian championship, met with an unusual accident while training on the Vailsburg track one day last week. Lawson was just rounding the lower turn when a small boy, who had been sitting on the fence gazing with wide open eyes at the riders as they sprinted around the wooden oval, lost his balance and slid down the steep bank directly in front of Lawson's front wheel. Lawson received a severe scalp wound. Hereafter Young America will have to stay in the grandstand while the riders are working out on the track.

N.Y.A.C. RE-ENTERS RACING

Famous Organization Picks a Strong Track Team of Amateurs.

That world famous organization, the New York Athletic Club, has renewed its interest and "gone into" cycle racing again. Time was when the New York organization supported a team that was known from one end of the country to the other, but, like other clubs of a similar character, when fashion frowned it allowed this form of sport to lapse. Last week, however, Marcus L. Hurley, the world's ex-amateur champion, was commissioned to select a team to represent the "winged foot" on the tracks this season, and he promptly picked a good one.

The team consists of Fred Ernst, of Rochester, N. Y.; Charles A. Sherwood, of New York City, and Edward Rupprecht and Charles Franks, of Newark, N. J. They made their first appearance for the New York Athletic Club Thursday night of this week at Madison Square Garden, where they cleaned up all the amateur events.

Franks began his track career three years ago at the Hillside oval, in New Jersey, where he at once demonstrated his ability as no mean sprinter. Rupprecht also won his novice at Hillside, and followed this up with two successful seasons at Vailsburg. As members of the Bay View Wheelmen, of Newark, they were team mates, and last season they earned the distinction of defeating all opponents in match pursuit races. Sherwood received his training by plugging over Long Island roads in road races, and was an active member of the Pellet team, of New York City. This year he identified himself with the Roy Wheelmen, of this city, and has rapidly worked up with the leaders. Ernest is a rider of several years' experience, gained in armory and track riding. Last winter he followed John Prince's circuit, and placed a long string of victories to his credit.

Kramer-Fenn Match Is Off.

Jupiter Pluvius evidently does not want Frank Kramer and W. S. Fenn to meet in a match race for \$500. After three postponements on account of rain, the management of the Vailsburg board track has decided to call the match off. Tuesday night, August 22, however, a match race between Fenn and Iver Lawson will take place, providing, of course, that it does not rain. In this case the match will be postponed until the following night. After this race Kramer and Lawson will probably measure strides, and later in the season the much talked of match between Fenn and Kramer will occur. Meanwhile the "fans" are indulging in idle speculation.

MORE POINTS FOR KRAMER

His Lead Increased by Defeat of Lawson and Fenn at Madison Square Garden.

By winning the two-mile professional event at the ten-lap Madison Square Garden saucer, New York City, Monday night, 14th inst., National Champion Frank Kramer, of East Orange, N. J., scored a good lead in points for the national honor, besides beating his acknowledged rivals for the championship—Iver Lawson and W. S. Fenn—by half a lap. The crowd numbered about 2,000.

E. F. Root, of Boston; W. R. Lee, of New York City; Joe Fogler, of Brooklyn; Iver Lawson, of Buffalo; W. S. Fenn, of Bristol, Conn.; John Bedell, of Lynbrook, L. I.; Oliver Dorlon, of Sheepshead Bay, L. I., and Frank Kramer, of East Orange, N. J., all qualified in the preliminary heats, which were made at one-half mile.

In the first semi-final heat, at one mile, Root, Fogler, Lee and Lawson lined up, the fair Bostonian having the pole. At two laps to go Fogler suddenly took it into his head to shake the bunch, and unwound a sprint that carried him half a lap ahead. Iver Lawson, however, went after the fleeting Brooklyn lad with a vengeance, and succeeded in passing him on the back stretch of the last lap. Lawson easily crossed the tape first, with Fogler second. Time, 2:18 1-5.

Frank Kramer had the pole in the second semi-final heat, with John Bedell, Fenn and Dorlon next in order. Dorlon set the pace for four laps, when Kramer sprinted by on the bank, carrying Fenn with him. Fenn took the lead from Kramer, and when the bell sounded for the last lap, was leading by a few inches. On the lower turn Fenn let loose a mighty jump that sent him several yards ahead of the national champion, and in a fair and square sprint to the tape defeated Kramer by inches. Both riders were heartily applauded for their clever riding. Time, 2:16 2-5.

With the weeding out process completed, Fenn, Lawson, Kramer and Fogler lined up in the order named for the final struggle at two miles. Lawson and Fenn announced a team, as did Kramer and Fogler. The riders traveled at a snail's pace for the first mile, jockeying for positions and watching each other like hawks. At the beginning of the second mile Lawson jumped to the front, carrying his team mate, Fenn, with him, and for half a mile the pair successfully thwarted every effort of Kramer and Fogler to pass.

Lawson made a mistake at the beginning of the eighteenth lap, and signalled Fenn to go ahead, thinking it the last lap. Kramer tore around the wooden bowl at a fast clip after the fleeting Bristol blacksmith and succeeded in passing him at the tape. Instead of accepting this as a challenge, Fenn

thought it was the finish and sat up. Lawson realized his mistake and started after Kramer, but the East Orange sprinter had secured too great a lead, and crossed the tape half a lap to the good. Lawson was second and Fenn third. Time, 4:48 2-5.

This victory places Kramer in the lead for the national championship, with 15 points. Fenn is second with 8 points, while John Bedell has 4 marks to his credit.

Preparatory to his ten-mile motor-paced race with Menus Bedell, of Lynbrook, L. I., Louis Mettling, the diminutive and blonde Jamaica Plains, Mass., rider, appeared on the track attired in a suit of spotless white. An American silk floss was gracefully bound to his waist. Just why Mettling wore the flag no one can tell, not even the Massachusetts rider himself. The honor of wearing the national emblem is usually a distinction accorded to the champion. Of course there is no rule to prohibit any rider from adorning himself with the Stars and Stripes, if he so chooses, but on Mettling it looked out of place, that was all.

The men were sent off from a flying start on opposite sides of the track. Menus Bedell was paced by Charles Turville, while William Saunders rode the machine for Mettling. During the first mile Mettling's rear tire picked up a sliver and the race was re-started.

Bedell held his pace like a veteran, although he has only been following the motor since last winter. Mettling is used to an up and down career, and this was one of his "off" nights. Bedell passed him in the fifth lap of the third mile, and after that had an easy ride to the end. At the tape Mettling was one and out-half laps behind. Time, 16:30 3-5.

One amusing accident happened in the third heat of the half-mile novice. In the backstretch the riders crowded G. Pauly to the rail. Pauly's wheel struck the rail and he turned a complete flip-flap, landing in the lap of an occupant of the box. She proved to be a woman of no mean proportions, and this fact probably saved the rider from serious injury. After the first gasp the woman smiled; so did Pauly.

Nine "pros" started in the one-mile handicap, which was run in one heat. Joe Fogler, from 60 yards, had little difficulty in sprinting across the tape first. John Bedell, 35 yards, finished second, and W. R. Lee, 75 yards, third. George Schreiber, 60 yards, was fourth. Time, 2:10 1-5.

Edward Rupprecht's sprint was the feature of the quarter-mile open for amateurs. Teddy Billington was second, and James Zanes third. Time, 0:31 2-5. Charles A. Sherwood and Rupprecht took honors in the one-mile handicap. They started from scratch and had little difficulty in outsprinting the rest of the field. Sherwood finished first, with Rupprecht second. W. A. Penn, the black rider, 75 yards, was third. Time, 2:06. Summaries:

Half-mile novice.—First heat—William Caulfield, first; Anthony Cudla, second.

Time, 1:09. Second heat—N. Sklae, first; Marcel Dupries, second. Time, 1:07 2-5. Third heat—John Peters, first; Phil Curran, second. Time, 1:11 1-5. Fourth heat—A. Johnson, first; Arthur Bayen, second. Time, 1:11 1-5. Final heat—N. Sklae, first; M. Dupries, second; John Peters, third. Time, 1:09 2-5.

Two-mile professional, for points in national circuit championship.—Trial heats (half mile). First—E. F. Root, first; W. R. Lee, second; time, 1:03 4-5. Second—Joe Fogler, first; Iver Lawson, second; time, 1:06. Third—John Bedell, first; W. S. Fenn, second; time, 1:01 1-5. Fourth—Frank Kramer, first; Oliver Dorlon, second; time, 1:07. Semi-final heats (one mile). First—Iver Lawson, first; Joe Fogler, second; time, 2:18 1-5. Second—W. S. Fenn, first; Frank Kramer, second; time, 2:16 2-5. Final heat—Frank Kramer, first; Iver Lawson, second; W. S. Fenn, third; Joe Fogler, fourth; time, 4:48 2-5.

Quarter-mile open, amateur.—First heat—Edward Rupprecht, first; J. J. Forsyth, second; time, 0:32 1-5. Second heat—C. McCracken, first; A. C. Spain, second; time, 0:34 4-5. Third heat—Joseph M. Eiffler, first; Charles Nerent, second; time, 0:34 2-5. Fourth heat—Charles A. Sherwood, first; Watson J. Kluczek, second; time, 0:31 2-5. Fifth heat—James Zanes, first; Charles Franks, second; time, 0:31 2-5. Sixth heat—Laddy Billington, first; Henry Vanden Dries, second; time, 0:32. Final heat—Edward Rupprecht, first; Teddy Billington, second; James Zanes, third; time, 0:31 2-5.

One mile handicap, amateur.—First heat—F. W. Eiffler (90 yards), first; A. C. Spain (75 yards), second; time, 2:21 4-5. Second heat—J. M. Eiffler (90 yards), first; C. McCracken (45 yards), second; time, 2:11 1-5. Third heat—C. A. Sherwood (scratch), first; W. J. Kluczek (35 yards), second; time, 2:12 1-5. Fourth heat—W. A. Penn (75 yards), first; W. Kafalekos (105 yards), second; time, 2:10. Fifth heat—Edward Rupprecht (scratch), first; Henry Vanden Dries (45 yards), second; time, 2:09 4-5. Final heat—C. A. Sherwood (scratch), first; Edward Rupprecht (scratch), second; W. A. Penn (75 yards), third; time, 2:06.

Ten miles, motor-paced race, between Menus Bedell and Louis Mettling.—Won by Bedell; one and one-half laps. Time by miles—1:32 2-5; 3:09 3-5; 4:51 3-5; 6:28 3-5; 8:13 3-5; 9:51 4-5; 11:34; 13:14 4-5; 14:54 2-5; 16:30 3-5.

Bruyere to Try for Records

During the Long Branch, N. J., automobile carnival next week, J. P. Bruyere, Passaic, N. J., the mile record holder, will make an official trial for both the half-mile and the kilometer straightaway records.

Motorcycles to Race at Paterson.

In its race meet to be held on the Clifton track, Paterson, N. J., on September 9, the North Jersey Automobile Club will include two events for motorcycles—a handicap and a scratch event.

ECHOES OF THE F. A. M. MEET

Rain on Saturday last caused the postponement until to-day of the race meet on the Charles River Park track, Cambridge, Mass., which was to form the concluding chapter of the F. A. M. meet. The races had been well advertised, and there was promise of a big crowd, the vanguard of which was just arriving, when the rain began to fall.

It was a sort of disappointment to many of the visitors who had waited two days solely to view the fight for the national championships, in which six two-cylinder machines were entered, and in which the rivalry between their riders, Hedstrom, Kellogg and Hoyt (Indians), Curtiss and Bruyere (Curtisses) and French (Metz), was of the razor edge variety. The postponement resulted in Curtiss declaring himself out. Bruyere also probably will not appear to-day.

About the most interesting character at the F. A. M. meet in Waltham, Mass., last week was L. J. Mueller, of Cleveland, Ohio. He rode all the way from that city on his Indian, covering the 790 miles of give-and-take roads in four days—proof that he did no lagging on the way. Mueller is a big, smooth faced, husky chap, who might readily pass as the fullback of a college football team. He tips the scales at more than 200 pounds. He brims over with good nature, and has an apparently inexhaustible stock of good stories, which he knows how to tell effectively. He had some interesting experiences on his run from Cleveland, and to hear him relate one of the happenings while riding on the towpath of a New York canal was as good as a circus. His machine slipped from under him and fell partly into the water, while he was thrown in the opposite direction. While rescuing the Indian his cap fell into the canal and floated out of reach. As his F. A. M. badge was pinned to the cap, he peeled off his clothes and plunged in and recovered it; then, just as he scrambled up the bank, a canal boat came around a bend. Two women were on the deck. There were no trees or bushes near, and to hear the big Clevelander relate his effort to get his machine out of the way of the mules and and at the same time hide his nakedness was sidesplitting.

While Mueller was in Waltham the Bicycling World arrived with the news that W. C. Chadeayne, the Thomas Auto-Bi man in Buffalo, was ready to race any motorcyclist across the continent. It seemed to arouse him considerably.

"I'll race him!" he exclaimed. "I'll race him. Let him make it an object and he'll find me ready, and he'll have to do better than thirty days to beat me, too."

Whether anything may come of it remains to be seen.

The endurance contest, or the enthusiasm

of the meet, also fired the ambitions of two other men—George V. Lyons and Theodore K. Hastings, both of New York. Both endured the contest so well that Lyons is now threatening to ride across the continent, while Hastings has a twenty-four-hour road record bee in his bonnet.

Without intending to, one of the participants in the endurance contest has, since all is over, told one of the best stories that grew out of the now historic Palmer sand bed. He had fallen only to rise and fall again until he was about exhausted. Once he had been saved by Phillips, of Bradford, Pa., who came along, and, finding the high strung unfortunate in a bad way, had unexpectedly given him a pull at a flask that did not contain gasoline. But when the effects of the drink had passed off the victim of the sand was worse off than before, and finally became so unstrung that he let his machine lay in the sand and, throwing himself near by, shouted a lusty "Help! Help!"

"I don't think there was a soul within a mile of me or that he could have helped me had he appeared," said the victim in innocently relating his experience, "but I was 'all in,' and it seemed up to me to do something, and I found myself yelling for help before I knew what I was about."

He emphatically asserts that the effects of Phillips's flask had wholly and absolutely passed away when this happened.

The cops in canoes patrolling the Charles River was one of the sights of Waltham that impressed most of the visitors, most of whom at first thought the helmeted grayshirts—they did not wear the proverbial bluecoats—were merely paddling for pleasure during an hour off. The visitors who had occasion to order huckleberry pie also came away with a small chunk of learning.

"We have no huckleberry," the Waltham waiter would respond. "We have blackberry, blueberry," etc.

"Make it blueberry, then," the visitor would make reply, usually with a broad grin.

The difference between blueberries and huckleberries is the difference between tweedledee and tweedledum.

The railway companies did not add many dollars to their treasuries as a result of the meet. Fully nine-tenths of those who attended rode to Waltham on their motorcycles, and a fair proportion rode them home again, although, so far as know, F. A. Baker, of Brooklyn, N. Y., was the only man in the endurance contest who made the round trip. The largest party of tourists came from the New York Motorcycle Club. Nine of them rode up and four rode back again, and the latter quartet had the laugh on the others, as rain prevented the races on Saturday, which the four forewent for the sake of a tour through the Berkshire Hills. Roland Douglas, M. E. Toepel, Emil Gundelach and R. H. Betts made up the latter party, and if the tour from New York to Springfield and thence back to New York via Chester, Lee

and Lenox, Mass.; Lakeville, Conn., and Poughkeepsie, N. Y., does not become the most popular one on the motorcyclist's list, it will not be because they have not glorified it and gone into rhapsodies over the splendid roads and gorgeous scenery. Two of the party at least are, however, full of respect for two uprisings of the highway, one yept Jacobs Ladder, near Lee, and the other Donovan's Hill, near Lakeville.

M. E. Toepel, who was one of the quartet, is the same who was one of the two tourists who last year survived the bottomless sand pits of Delaware and Maryland en route to the F. A. M. meet at Cambridge, in the latter State. He held his own in the Palmer sand, with which the Southern variety compares favorably, and had few falls, and all were graceful ones. The wonder of Toepel's riding is that he has but one arm, his left one being missing from below the elbow, and to see him not only plough through sand, but slime and mud puddles, is a revelation to men with the full use of both hands. He goes everywhere they go, and asks no odds of any of them. He is using an Indian with the double grip control, which, when he desires to open or close the throttle, requires that he reach entirely from his left to his right grip, and the way he does it even in "ticklish" places makes his use of the machine the more remarkable. Toepel's companions on the Waltham tour are telling a good story on him, and one which is known to be true. He was riding in the van of the party, when he suddenly turned about and made off in the direction from whence he came. Meeting the laggards, he shouted:

"Did any of you see my hand lying in the road?"

He wears an artificial left hand, and it had become detached and dropped off, and he had travelled a mile before he became aware of the loss.

He found it, all right.

"Hands like that cost \$25 apiece," he remarked in admitting the truth of the story.

Toepel was more fortunate than Douglas. The latter lost a big roll of luggage off the rear of his machine, and though the loss was quickly discovered and steps promptly retraced, not one of the "honest country folk" would admit having found it or having seen any one find it.

George M. Hendee, the chief Indian, literally spread himself. In addition to the breakfast he provided at Bridgeport for all the competitors in the endurance contest, he took the New York tourists under his wing when they reached Springfield, and practically rendered their money worthless. He not only dined them, but after dinner took the entire party to his home—where he is keeping "bachelors' hall"—where they smoked, drank and made music until midnight. In the morning the tourists found their machines cleaned and oiled, and with supplies replenished, the charge for which, as "Charley" Spencer, Hendee's representative, stated it with a straight face, was the same to all,

THE BICYCLING WORLD

ON THE OGDEN SAUCER

Samuelson Slices a Record—Hume Adding Amateur Victories to His Score.

W. E. Samuelson, of Salt Lake City, the self-styled "unpaced king," added another feather to his war bonnet at the Ogden saucer Thursday, 3d inst., when he carved a slice from the two-mile record of 3:49, made less than a month ago by Iver Lawson. The trick was done in the handicap event for professionals. Samuelson started from scratch and crossed the tape a full length ahead of C. L. Hollister, his nearest opponent, reeling the distance off in 3:48 1-5. Norman C. Hopper finished third and J. E. Achorn fourth.

In the half-mile open, Hopper, the Minnesotan, unwound a terrific sprint from the start, one that carried him across the tape ahead of Hardy Downing, who stole the pole from Samuelson at the turn into the straight. Bowler was third. Time, 1:00 4-5.

Twenty-five aspiring amateurs started in the three-mile open lap race. A. Carter, the husky backwoodsman from Reno, Nevada, verified the statement he gave utterance to some weeks ago that he would show the local lads a "thing or two as soon as he worked into shape." Carter certainly did surprise them, placing eleven laps to his credit and winning the race, a rather unusual feat of no mean proportions. The time was 5:57 1-5. Wilcox, McCormack and Hume followed in the order named.

West crossed the tape first in the final heat of the quarter-mile open, amateur, covering the distance in 0:30 2-5. McCormack finished second, Redman, third, and Castro, fourth. All the riders were bunched at the finish. Summaries:

Quarter-mile open, amateur.—First heat—Fred Castro, first; C. Marty, second; J. Demar, third; J. King, fourth. Time, 0:31. Second heat—J. B. Hume, first; C. B. Redman, second; S. H. Wilcox, third. Time, 0:30. Third heat—J. McCormack, first; J. E. Holladay, second; A. Carter, third. Time, 0:30 2-5. Fourth heat—F. G. West, first; Q. H. Mills, second; M. J. McKenzie, third; T. D. Morgan, fourth. Time, 0:30 1-5. Final heat—West, first; McCormack, second; Redman, third; Castro, fourth. Time, 0:30 2-5.

Half-mile open, professional.—First heat—James Bowler, first; Walter Bardgett, second; J. P. Gunn, third; E. E. Smith, fourth. Time, 1:01 1-5. Second heat—W. E. Samuelson, first; Hardy Downing, second; N. C. Hopper, third; J. E. Achorn, fourth. Time, 0:59. Final heat—Hopper, first; Downing, second; Bowler, third; Samuelson, fourth. Time, 1:00 4-5.

Three-mile open, amateur.—A. Carter, first; S. H. Wilcox, second; J. McCormack, third. Time, 5:57 1-5.

Two-mile handicap, professional.—W. E. Samuelson, first; C. L. Hollister, second; N.

C. Hopper, third; J. E. Achorn, fourth; E. E. Smith, fifth. Time, 3:48 1-5; world's record.

Approximately, two thousand people witnessed the races on the Ogden (Utah) saucer on Thursday night, 10th inst. Hardy Downing, the sturdy Los Angeles rider, has succeeded in rounding into his oldtime form, and his brilliant riding in the half-mile open for "pros," which resulted in W. E. Samuelson getting shut out for the first time this season, was the feature of the night meet.

Although Downing was trailing the bunch at the bell, he made a brilliant sprint that carried him over the tape several yards ahead of Walter Bardgett, of Buffalo, N. Y., who finished second. C. L. Hollister and E. B. Heagren were, respectively, third and fourth.

As Samuelson was shut out of the open event, he was therefore eligible to the three-quarter-mile consolation. He finished first, but was disqualified for riding Iver Redman wide. Redman was accordingly given first money. James Bowler, of Chicago, was second, with Emil Agraz, the swarthy Mexican, third. Burris finished fourth. Time, 1:31.

Earl Staley appeared on the boards with a brand new two cylinder motorcycle. Naturally he was very proud of his machine, so much, in fact, that he beat E. B. Heagren in the five-mile event. Heagren, however, gave him a hard ride for his money, Staley crossing the tape only a little more than a yard ahead. The time was 6:55.

J. B. Hume—or "Jack," as he is familiarly known—the clever little sprinter from the University of Utah, distinguished himself by "copping" both amateur events. Hume's best work was executed in the half-mile open, when he outsprinted W. Demara, an acquisition from San Francisco, to the tape in a grueling finish. In the two-mile open Carter, the Nevada backwoodsman, crossed the tape second, with J. McCormack third. Demara finished fourth. Summaries:

Half-mile, professional—Hardy Downing, first; Walter Bardgett, second; C. L. Hollister, third; E. B. Heagren, fourth. Time, 0:54 3-5.

Three-quarter-mile consolation, professional—Iver Redman, first; James Bowler, second; Emil Agraz, third; John Burris, fourth. Time, 1:31.

Five-mile motorcycle, open, professional—Earl Staley, first; E. B. Heagren, second. Time, 6:55.

Two-mile open, amateur—J. B. Hume, first; A. Carter, second; J. McCormack, third; W. Demara, fourth. Time, 4:16.

Half-mile open, amateur—J. B. Hume, first; W. Demara, second; C. P. Redman, third; Fred Castro, fourth. Time, 1:03.

To Hold Regular Meets.

From now on New Yorkers will be enabled to see two race meets every week at Madison Square Garden. Monday and Thursday are the nights selected. The meets at Vallsburg will be held every Tuesday and Saturday night.

i. e., nothing. At Waltham, Hendee issued printed invitations for "a powwow and smokefest in the Indian wigwam"—a big tent on a vacant lot, which was kept open at all hours during the week—(C. H. Metz also had a tent of the sort)—immediately after the P. A. M. business meeting on Tuesday night. At the "powwow," which was well attended, George Sherman, L. J. Mueller and H. A. Glieman "starred" as story tellers. It lasted so long that a few of those who were quartered out of town had a long, dark, healthful, early morning walk. The cars stopped running at midnight, and an hour later the electric street lights were extinguished.

To Test Motorcycle Economy.

The new Brooklyn Motorcycle Club will for the first time "spread its wings," so to speak, on September 17. On that date it will hold its first contest, and a novel and useful one it will be, too. Although essentially an economy test on the road, "a run against railroad rates and automobile expense" more fully describes its nature.

The contest will be one of about two hundred miles—from Brooklyn, N. Y., to Southampton, Long Island, and return—and the idea will be to make the journey as economically as possible. The railroad fare for the round trip is \$4.53. Some of the motorcyclists believe it possible to cover the distance on their machines for 70 cents or less. In June of this year the Long Island Automobile Club held a similar contest over the same course, the winning car returning at a cost of 80½ cents per passenger, although the expenses of most of the other participants worked out at well above the dollar per passenger mark. In that contest, the lines of which the motorcyclists will follow, gasoline was charged at 25 cents per gallon, lubricating oil, 50 cents, tire repairs, 50 cents per pair, not including repairs of punctures; parts replaced, catalogue prices.

Motor Car Hurts Motorcyclist.

J. G. Willett, the well known Buffalo motorcyclist, while warming up his machine at Kenilworth track on Thursday afternoon crashed into Eddie Bald's racing car, which had just passed him. Willett was badly but not fatally hurt. Bald kept his seat in his car, but it tore up about fifty feet of fence before he could bring it to a stop. Bald's driver narrowly escaped being impaled on the fence. Bald passed Willett at the first turn. Just then a rear tire on Bald's machine exploded and the machine plunged into the fence. Bald was making the mile at the rate of 1:01. Willett's motorcycle crashed into the rear of the broken car.

"Devil Takes the Hindmost."

A trolley car, a motor car and a cyclist were proceeding in line through a city street. Note the sequence of events. The streetcar stopped, the motor car ran into it and rebounded on the cyclist, who was badly injured. Another case of the devil take the hindmost.

GOOD SPORT AT THE GARDEN

Kramer's Poor Reward for Heroic Effort—
Re-entree of the "Winged Foot."

It was an unusually enthusiastic though somewhat unappreciative crowd that gathered at Madison Square Garden Thursday night, 17th inst., to witness the third indoor meet on the saucer track. That bicycle racing has come into its own again was never better illustrated than on Thursday night. Whenever a particularly exciting sprint developed the two or three thousand spectators—every man, woman and child of them—jumped to their feet and yelled in a perfect frenzy of delight. And the riders kept the people on their feet most of the time, too.

But the crowd did not seem to appreciate the brave effort of Frank Kramer, in the twenty-mile race, which was the real feature of the meet. When three of the riders had gained a lap on the bunch Kramer started to regain the lost ground, pulling Iver Lawson. The champion made a magnificent unpaced sprint of over half a mile, and after he had worn himself out the crowd ungenerously hissed him. Perhaps they did not realize the wonderful effort on Kramer's part against heavy odds, but when Fenn tried the same trick and was forced to fall back exhausted there were shouts of "Good boy, Fenn!"

The racing itself was of a highly meritorious order, and the close finishes that developed in each event kept the spectators in a state of suspense until the last event had been run off. The feature was the twenty-mile open race for professionals, in which fourteen "cracks" started. A brand new five-dollar bill to the leader of each mile made the race an interesting one.

The fourteen riders were sent off from a rolling start. Just before the crack of the pistol E. F. Root, winner of last winter's six-day race, and John Bedell announced a team, as did also Joe Fogler and Oliver Dorlon, Root's partner in the six-day contest. Floyd McFarland did most of the "donkey work" in the first mile, and when the sprint for the first mile started "Long Mac" was forced to let Fogler capture the five spot. McFarland tried to run away from the bunch in the second mile, but George Schreiber pulled him down, letting Fenn, who was fast coming up, win the second mile. Frank Kramer had little trouble in outsprinting George Glasson, and captured the third mile.

In the fourth mile McFarland repeated his "stringing out" tactics, but his long sprint was useless, for Fenn pulled him down in great shape. Dorlon won the prize for this mile. John Bedell led out in the fifth mile, but Lawson, after a close brush with Dorlon, won the prize.

In the sixth mile occurred something that brought the entire ensemble to their feet. Root made a great jump and unwound a long sprint to gain a lap, while his team

mate, John Bedell, deliberately flagged the bunch. Dorlon, despite John Bedell's most skillful jockeying, managed to get past, and Dorlon, followed by John Bedell, figuratively burned up the boards to overtake the flying Root. The two soon caught up to Root, who in the mean time had overhauled the bunch. This gave the trio an advantage of one lap.

When Kramer saw what was going on he pluckily started out with a long, hard sprint after the runaway, and, as he thought, alone. Lawson was close behind, however, and after Kramer had spent every ounce of strength left in his supple limbs and was forced to slacken up his speed, Lawson sprinted on and "nailed" the tail end of the procession. Here is where the crowd unfeelingly hooted at the champion, notwithstanding he had done his level best. Root led at the sixth mile and Lawson at the next two.

Root, Lawson, Fogler and Bedell divided up the remainder of the mile prizes with little difficulty. Root tried to distinguish himself again in the ninth mile, but was compelled to drop back with the bunch after gaining half a lap. Several times Fenn attempted to outsprint his fellow riders, but as many times he was unsuccessful. He succumbed to the pace in the sixteenth mile.

The judges tried to chase the distanced riders off the track in the last mile, but were unsuccessful. Lawson assumed the lead at three laps to go, and by a brilliant sprint, in which he demonstrated that he is riding as well, if not better, than ever before, beat out John Bedell at the tape by a wheel's length. At the finish Oliver Dorlon was half a length back of Bedell, with Root trailing. The time for the twenty miles was 50:11 4-5, which is only a little more than four minutes behind the record. Dorlon placed six mile prizes to his credit, Lawson four, while John Bedell and Root shared honors with three each.

Floyd McFarland, with sixty yards' handicap, crossed the tape first in the first heat of the one-mile handicap for "pros," with Menus Bedell, 45 yards, second. E. F. Root, 45 yards, was third, and Iver Lawson, who started from the honor mark, came within an ace of not qualifying. One of the surprises of the evening was unfolded in the second heat, when Kramer was shut out. Fenn crossed the tape first from scratch, with John Bedell, 5 yards, a close second. Oliver Dorlon, 45 yards, was third, and George Schreiber, 60 yards, finished fourth. The time of the first heat was 2:00 3-5, and of the second 2:05 3-5.

In the final heat Root and John Bedell paired up, and Lawson and Fenn, on scratch, thought they could do better together. Lawson made his second mistake this season in coming laps and told Fenn to sprint too soon. The Dorlon-Bedell combination proved a strong one, and sufficed to prevent the others from getting a "look in" at the big prizes. Bedell was first, Dorlon second, Fenn third and McFarland fourth. Time, 2:04 3-5.

In the amateur events the New York Athletic Club team made its debut, and the "winged footers" fully carried out the meaning of the insignia of the club by walking off with most of the prizes. The club's team consists of Fred Ernst, of Rochester, N. Y.; Edward Rupprecht and Charles Franks, late of the Bay View Wheelmen, Newark, and Charles A. Sherwood, until Thursday night

a very active member of the Roy Wheelmen, of New York City. Just before Sherwood made his debut as a member of the New York Athletic Club the Roy Wheelmen presented him with an immense floral horseshoe.

A sensational spill occurred in the bell lap of the final heat of the half-mile amateur, one that set the nerves of the spectators a-tingle with excitement. When rounding the steep upper bank, one of the riders slipped and fell, bringing Sherwood down with him. "Jimmie" Zanes, who was close behind, rode over Sherwood's wheel and fell headlong to the bottom of the arena. Fortunately none of the riders were hurt. Fred Ernst display his oldtime form, and crossed the tape in front of Rupprecht. J. J. Forsythe was third. Time, 1:00 4-5.

Ernst had some little difficulty in pulling Rupprecht, his team mate, out of the bunch in the final heat of the one-mile handicap, but when he did it was all over but the shouting. Jacob Magin, of Newark, was third. Time, 2:07.

D. R. Brandt was graduated from the novice class by winning the half-mile event for the newcomers. William Cerney was second and William Canfield, third. Time, 1:07 4-5. Summaries:

Half-mile novice. D. R. Brandt, first; William Cerney, second; William Canfield, third. Time, 1:07 4-5.

Half-mile handicap, amateur—First heat—W. Kafaleakos, Brown W. (35 yards), first; J. J. Forsyth, New York (60 yards), second. Time, 1:03 3-5. Second heat—John Wilkins, New York (60 yards), first; Jacob Magin, Orange (30 yards), second. Time, 1:03. Third heat—Fred Ernst, N. Y. A. C. (15 yards), first; Edward Rupprecht, N. Y. A. C. (scratch), second. Time, 1:02 2-5. Fourth heat—C. A. Sherwood, N. Y. A. C. (scratch), first; James Zanes, National A. C. (20 yards), second. Time, 1:02. Final heat—Fred Ernst, N. Y. A. C. (15 yards), first; Edward Rupprecht, N. Y. A. C. (scratch), second; J. J. Forsythe, New York (60 yards), third. Time, 1:00 4-5.

One mile handicap, professional—First heat, Floyd McFarland (60 yards), first; Menus Bedell (45 yards), second; E. F. Root (45 yards), third; Iver Lawson (scratch), fourth. Time, 2:00 3-5. Second heat—W. S. Fenn (scratch), first; John Bedell (15 yards), second; Oliver Dorlon (45 yards), third; George Schreiber (60 yards), fourth. Time, 2:05 3-5. Final heat—John Bedell (15 yards), first; Oliver Dorlon (45 yards), second; W. S. Fenn (scratch), third; Floyd McFarland (60 yards), fourth. Time, 2:04 3-5.

One mile handicap, amateur—First heat—A. Schwenke, New York (60 yards), first; John J. Forsythe, New York (120 yards), second; Charles McCracken, Buffalo (45 yards), third. Time, 2:10. Second heat—Fred Ernst, N. Y. A. C. (35 yards), first; Teddy Billington, Vailsburg (45 yards), second; D. J. McIntyre, Williamsbridge (140 yards), third. Time, 2:07 1-5. Third heat—Edward Rupprecht, N. Y. A. C. (scratch), first; Jacob Magin, Orange, (60 yards), second; F. W. Eifler, C. R. C. A. (90 yards), third. Time, 2:11 1-5. Final heat—Fred Ernst, N. Y. A. C. (35 yards), first; Edward Rupprecht, N. Y. A. C. (scratch), second; Jacob Magin, Orange (60 yards), third. Time, 2:07.

Twenty mile open, professional—Iver Lawson, Buffalo, first; John Bedell, Lynbrook, L. I., second; Oliver Dorlon, Sheephead Bay, L. I., third; E. F. Root, Boston, fourth. Time by miles: 2:18, 4:37 2-5, 7:01 4-5, 9:32, 12:06 1-5, 14:37 2-5, 17:08, 19:35 2-5, 21:57 3-5, 24:19 4-5, 26:42, 29:33 3-5, 32:03 2-5, 34:29, 37:15 2-5, 39:36 3-5, 42:25 1-5, 45:12 1-5, 47:55 2-5, 50:11 4-5. Mile prize winners—Oliver Dorlon (6), Iver Lawson (4), John Bedell (3), E. F. Root (3), Joe Fogler (1), W. S. Fenn (1), Frank Kramer (1).

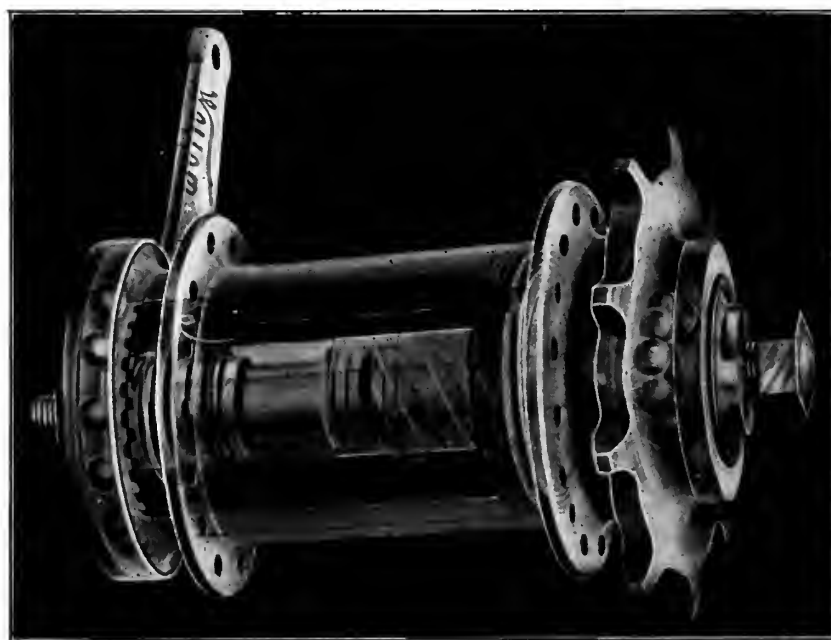
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NEXT YEAR

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MORROW



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ECLIPSE MACHINE CO., - Elmira, N. Y.

AUXILIARY EXHAUST PORTS

How They May Lessen One of the Losses of Power in the Motor.

A factor of considerable importance in connection with an intimate consideration of the power output of the gasoline motor, and one which rarely comes to the notice of the average user, is that of the energy consumed by the machine itself—a not inconsiderable quantity, which is subtracted from the actual power developed by the gas in the cylinder by the mechanism, and which detracts from its effectiveness just in proportion to its amount. This loss, which, expressed in the form of a ratio, is called the efficiency of the motor, is made up of three distinct and separate elements—the loss due to the friction of the various moving parts, the loss of work done in compressing the gas for the ignition, and the loss of power absorbed in lifting the exhaust valve against the pressure within the cylinder.

This latter element, though not of great value numerically in a small motor, yet represents a significant amount of work when compared to the total output of the machine, and has also the effect of imposing a great deal of wear and tear upon all the moving parts; for as it is customary to open the valve while the pressure within the cylinder is still rather high, it is evident that it must require a proportional amount of work to lift it, and that this, coming periodically as it does, must have the effect of a hammer blow, which is distributed to all parts of the motor, setting up strains in the metal and adding to the vibration in a way which tends to rack all the parts and loosen their fastenings. Of course, the pressure upon the valve is relieved as soon as the valve is lifted clear of its seat, but this very fact only tends to intensify the hammerlike effect of the opening action, and distribute the strains more unevenly.

Some idea of the importance of this effect may be gained by considering a specific case. Supposing a motor having a bore and stroke of $2\frac{1}{2}$ by $2\frac{1}{2}$ inches is run at a speed of 1,000 revolutions per minute. The valve area of such a motor being about .79 square inches, and the exhaust being released at a pressure of, say, 40 pounds per square inch, which is not uncommon, then the total pressure on the face of the valve at the instant of opening would be $40 \times .79$, or 31.6 pounds. To this would be added the tension of the valve spring, which might be somewhere in the neighborhood of 10 pounds, so that, as the exhaust would occur once every other revolution, there would be 500 blows struck upon the end of the valve stem every minute, ranging from 25 to 45 pounds each in intensity. The effect of these blows is taken up in the bearings of the cam shaft, in the cam itself and in the frame of the motor, and the effect of them is shown in the wear

of the cam and its follower, and the end of the valve stem as well.

This source of loss may be relieved in one of two ways—either by designing the valves in such a way that they are counterbalanced, using either the piston valve, which is generally conceded to be impracticable under the circumstances, or else by balancing them, as is done in one form of locomotive throttle—a scheme which has not yet been attempted, so far as is known—or else by relieving the pressure at the end of the working stroke, by the utilization of an auxiliary port in the cylinder wall, which is uncovered by the piston in the course of its stroke, a method which has been proven practicable beyond a doubt.

By placing the open port at the end of the stroke the pressure of the gas is relieved at

cannot serve otherwise than to dilute the charge. And thus, in theory, at least, the port would serve the purpose of scavenging the cylinder to a certain extent.

A marked advantage accruing from the use of the auxiliary port is in the matter of lubrication; for whatever surplus of oil there may be at the end of the stroke would naturally be driven out through it by the rush of the gas, and thus the cylinder would be free of it and the igniting mechanism would in no way be interfered with, as would be the case were it retained and permitted to accumulate there until picked up by the exhaust and carried over to the valve, to pit and corrode it or spread over the surface of the combustion chamber, as is ordinarily the case.

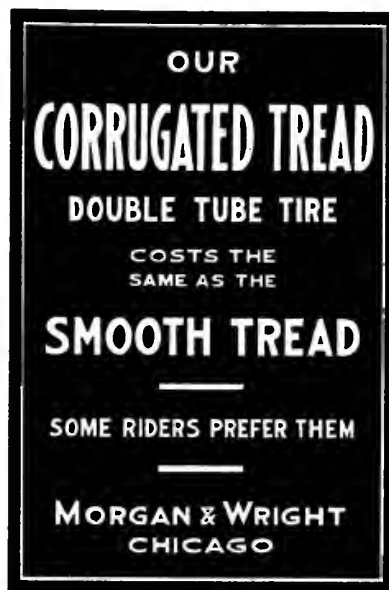
The only important argument which can be urged against the use of the auxiliary port is that it tends to reduce the compression and that it is an additional complication to the motor. But the loss in compression need not be very great—need hardly be worth considering, in fact, if the port be made of generous width and of slight height, and, as for the added complication, it is so slight as to count for naught, other things being equal.

The principle has been applied with apparently good results in the case of one or two makes of automobile motors, and it is not at all unlikely that its use will increase in the course of another year. In motorcycle engines the same is also true, several instances being known in which it has been used to advantage. Also, in a recent issue of the *Bicycling World* there was recorded the improvement of an oldtime motor by a clergyman, who accomplished a great deal in the way of increasing the power of his mount by drilling a series of auxiliary ports at the end of the piston stroke.

Improvements along this line are indorsed by common sense always, for whatever the efficiency of the gas, it is evident that it can be of no service after a certain point has been reached, and that no matter how good or how bad the distribution may be at the beginning of the stroke, there should be nothing to hinder the escape of the gasses after they have done their work.

Plan to Indicate Police Traps.

Police traps are an ever present evil on the other side, by which is meant England in particular, where the hobby takes himself and his vocation very seriously. The motorcyclist—and there there are more of them than automobile owners—must comply with the letter of the statute regarding registration, license numbers and lamps, and if he would avoid the unpleasant sound of "ten shillings and costs" (often it is much more), from some rural bench, he must be constantly on the lookout for the ubiquitous ambush. Consequently an English contemporary suggests that three fingers be the sign of trouble. If a rider has been stopped by the police, has seen others stopped or discovers a trap, he should hold up three fingers. Whether the digits are to be poised in the *nir* Kentucky fashion or otherwise is not stated,



NEW YORK BRANCH 214-216 WEST 47TH ST.

once, and without the performance of any extra work, and when the valve opens it is against a considerably lessened pressure. It is necessary to have a check valve placed in the auxiliary exhaust to prevent an influx of the waste gas during the period of induction and at the beginning of the compression stroke, but this is not a serious complication and does not involve the use of complicated mechanism. Thus the effect of the added port is only manifested at the very end of the working stroke and beginning of the exhaust and at the beginning of the compression, when there would tend to be a slight escape from the cylinder to the exhaust pipe. This, however, instead of militating against the application of the principle, would rather tend to argue for it, since it is evident that that portion of the waste gases which is retained in the compression space at the end of the exhaust stroke would remain next the piston during the induction stroke and would be in line with the port when the compression began, and the slight efflux which might be supposed to occur at that time would be of those foul gases which

HEAGREN'S SOMERSAULT ACT

It was Involuntary and Cost the Motorcyclist a Race—Other Salt Lake Events.

At the Salt Lake City (Utah) saucer on Tuesday night, 8th inst., E. B. Heagren executed a somersault act, and did it gracefully at that, despite it was his first attempt. When the accident occurred the motorcycles were going at topnotch speed. Heagren was far ahead of the bunch, when suddenly his machine toppled over on him and both rider and machine began slowly to slide down the incline. The other machines were coming on fast, and just as Heagren and his machine were rudely jerked off the track they flashed by. A puncture was responsible for Heagren's fall. Beyond a few slight bruises he was not hurt. T. M. Samuelson was also entered in the race at five miles, but the belt on his machine slipped off, putting him out of the running. Earl Staley finished first and E. E. Smith was second. Time, 7:05.

The three-mile open race for amateurs was the best event on the programme, and in it the former record of 6:15, made by Iver Redman before he turned "pro," went by the board. S. H. Wilcox crossed the tape first, but he was disqualified for boring J. B. Hume. With four laps to go, Hume took the lead and attempted to hold it. Two laps later Holliday pulled Wilcox. The latter, in his endeavor to get past Hume, crowded him, which later resulted in his disqualification. Hume made a terrific sprint on the bell lap, and it was only by inches that Wilcox beat him to the tape. As a result of Wilcox's boring Carl Redman was moved up to second place and J. McCormack third. The time was 6:08, a new record.

The miss and out race was a terror while it lasted. Hardy Downing, by a clever bit of headwork, pulled down most of the money. The officials failed to call Hollister off the track, although on lap behind the bunch. Downing very wisely tacked on to his wheel, and, although second across the tape several times, got first money, and finally managed to win the event. Hopper got 5 laps, Bardgett 2, Bowler 2 and Samuelson 2. The race went for one mile and three laps. The time was 2:56.

J. B. Hume was regarded as the winner of the quarter-mile event for the "simon pures," but a punctured tire brought him down in the third lap. J. McCormack crossed the tape first, Fred West was second and S. H. Wilcox third. Time, 0:31.

Saxon Williams finished first in the one-mile consolation for professionals, with Iver Redman a close second. J. B. Achorn followed for third place, while the best Hopper, of Minneapolis, could do was to score fourth. Time, 1:55 1-5. Summaries:

Five-mile motorcycle, professional—Earl Staley, first; E. E. Smith, second. Time, 7:05. Other contestants met with accident.

Three-mile open, amateur—J. B. Hume, first; Iver Redman, second; J. McCormack, third. Time, 6:07, world's record. S. H. Wilcox finished first, but was disqualified.

"Miss and out" race, professional—Won by Hardy Downing. Distance, 1 mile 3 laps. Time, 2:36. Lap prize winners—N. C. Hopper (5), Walter Bardgett (2), James Bowler (2), W. E. Samuelson (2).

Quarter-mile open, amateur—J. McCormack, first; Fred West, second; S. H. Wilcox, third. Time, 0:31.

One-mile consolation, professional—Saxon Williams, first; Iver Redman, second; J. E. Achord, third; Norman C. Hopper, fourth. Time, 1:55 1-5.

W. E. Samuelson won second place in the quarter-mile open for professionals at the Salt Lake saucer Friday evening, 11th inst., but he did not cross the tape on his wheel, and to tell just exactly how he did cross would be difficult. About five yards from the tape the irrepressible "Billy" got mixed up in a collision, and the momentum was so great that it not only carried both the rider and his mount across the tape, but thirty yards on. While travelling this short distance, Samuelson did several clever gymnastic stunts, and ended the performance in a vain attempt to balance himself on his head.

The accident happened and was all over in less time than it takes to tell. Samuelson pulled away from the bunch at the start and tried to make a runaway race of it. At the bell Samuelson was still leading, but Hardy Downing overhauled him at the turn into the stretch. By an almost superhuman effort Downing forged a few inches ahead. Samuelson's front wheel wavered, and then the Salt Lake rider tried "bumping the bumps." Saxon Williams was third, and James Bowler fourth. Time, 2:29 1-5.

Twenty-five aspiring amateurs lined up for the five-mile open, but before the third mile was covered, the ranks had been depleted to eight. From then on it was a case of continual jockeying for positions. J. B. Hume took the pace at three laps to go, and by hard sprinting held his position over the ribbon. C. P. Redman, S. H. Wilcox and J. McCormack finished in a bunch and in the order named.

Wilcox crossed the tape first in the one-mile amateur, with McCormack a close second. Hume lost his pedal, but managed to finish third. Time, 2:06 1-5.

Hollister and Hopper had a battle royal for first honors in the two-mile professional event, the former crossing the tape only three inches ahead. Samuelson could only pull down third money. Time, 3:54 4-5.

Earl Staley lowered the "State record" for motorcycles. He rode a mile exhibition in 1:13 2-5. Summaries:

Quarter-mile open, professional—Hardy Downing, first; W. E. Samuelson, second; Saxon Williams, third; James Bowler, fourth. Time, 0:29 1-5.

One mile motorcycle exhibition.—Earl Staley. Time, 1:13 2-5.

Five-mile open, amateur—C. P. Redman, first; S. H. Wilcox, second; J. McCormack, third. Time, 10:50.

Two mile, professional—C. L. Hollister, first; Norman C. Hopper, second; W. E. Samuelson, third; J. E. Achorn, fourth. Time, 3:54 4-5.

One mile open, amateur—S. H. Wilcox, first; J. McCormack, second; J. B. Hume, third. Time, 2:06 1-5.

On a "Watermelon Run"

"If anyone is of the opinion that there is no longer any interest in cycling he should have been along on the watermelon run to Lodi of the California Cycling Club last Sunday, 6th inst.," says the San Francisco (Cal.) Bulletin. "Over 120 members of that one club alone left San Francisco for this occasion, and the event will go down in the history of the California Cycling Club as the most successful of the twelve annual runs."

"Although they were the guests of the three C's, the Terminal City Wheelmen sprang a pleasant surprise on the city lads by having a barbecue ready at the rendezvous. The local boys are loud in their praises of the Terminal City Wheelmen. Everyone of the six-score and more present reported having had a good time, and much credit is due for the success of the run to the committee of arrangements, Carl and McEnerney."

"The feature of the run was the battle which took place between three sides, the Reds, Blues and the Bears. The Reds captured the position of the Blues, and the fighting became indiscriminate and wound up by all hands chasing "Pop" McEnerney up a tree. After about an hour's steady fighting all of the combatants were exhausted and a good swim was in order."

"The long distance swimming event was won by Kroeckel, Mitchell being second. Mitchell claimed a foul, however, because Kroeckel had two trained catfish interfering with him. Referee Carl allowed the protest and pocketed the stakes to save further dispute."

Championships are Apportioned.

At a meeting of the N. C. A. Board of Control in New York Monday night the tracks were named on which to hold the championships. Vailsburg, Madison Square Garden and Charles River Park were the ovals selected, and the different championships allotted to each. Vailsburg gets the quarter-mile, two-mile and twenty-five-mile events, the half-mile and five-mile will be held at Madison Square Garden, while the third of a mile and one-mile are to be decided at Charles River. The dates for running them off are left to the decision of the track promoters, but all must be finished within thirty days.

Persistent in Thievery.

An Irish soldier has been charged with stealing and selling, and re-stealing and reselling the same bicycle, on three occasions.

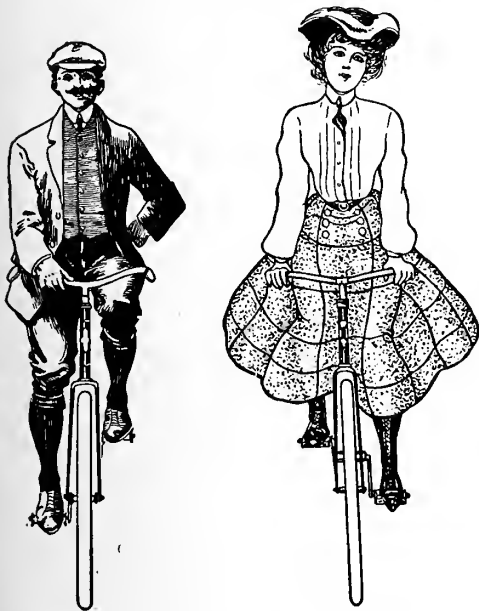
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THERE IS NOTHING SO GOOD AS PICTURES.

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No. 1.

No. 2.



No. 3.

Electrotypes—This size, each, - 35 cents.
Two inches high, - 25 cents.

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94-96 Tribune Bldg., New York.

Helpful Hints for Motorcyclists.

It is not short of remarkable how many are the instances in which blowing vigorously into the gasoline tank will correct many cases of "skipping" motors and restore lost power. The simple expedient will frequently accomplish in an instant what is served by laborious dismantling of carbureters.

When on those occasions that a motorcyclist "runs out of gasoline" on the road and he is compelled to borrow from his companion who has no length of hose or gasoline cock, it is a trick worth knowing to place a thumb or finger tightly over the vent in the cap of the tank from which the gasoline is being taken. With the air thus shut off the fluid dribbles instead of squirts out, and makes it easy to return the screw in the side of the tank with practically no waste of gasoline.

When a "gun" is used to fill the lubricating oil tank of a motorcycle it is a wise precaution to make certain that the "gun" has sucked up a charge of the oil and that it has been squirted into the tank. A rider who recently trusted that job to a novice found to his sorrow that three gunful of oil he supposed had been deposited in the tank were not there when the lubricant was wanted. The "greenhorn" or a poor "gun," or both, had merely pumped air into the receptacle.

Misfiring, or entire failure, in motor bicycles using the grip control and battery case of the Indian type sometimes may be traced to a looseness of the fibre head employed in such cases, or to the slipping downward of an insecurely fastened case itself; it prevents firm contact with the spring blade at that point; it does not require much shifting of position to bring about the trouble, the real cause of which is rarely suspected by the novice. The remedy is obvious: If the fibre head is loose, tighten it; if the battery case has slipped downward ever so slightly push it upward and secure the clamps firmly.

The strength of the inlet valve spring has a great deal to do with the economy of motorcycle travel. After the machine has been used for five or six hundred or a thousand miles the spring becomes sluggish in action, and as a result the motor seems to develop an abnormal appetite for gasoline. Merely stretching and thereby stiffening the spring—provided it is not made too stiff—will usually make a difference of twenty-five or thirty miles in a gallon of fuel. The fine adjustment of this spring, which, of course, means the fine adjustment of the opening and closing of the valve itself, is one of the secrets of some of the remarkable economy trials.

Police Motorcycle Makes Good Record.

In Worcester, Mass., the Police Department is getting its money's worth out of the Metz motor bicycle, which was purchased as an aid to the suppression of automobile scorching. Since May 17 last, when it went into commission, it has been used alternately night and day by two patrolmen to the tune of some 4,500 miles.

AS USUAL, THE INDIAN'S RECORD

in all the events run
in conjunction with

F. A. M. Annual Meet

was a

CONSISTENT RECORD.

In the

Endurance Contest

15 Indians started, including one tri-car.

13 Indians finished, including the tri-car.

10 Indians earned perfect scores.

(More than twice as many as any other two makes combined)

2 Indians only failed to finish and they were disabled by accidents.

In the

Hill Climbing Contest

Indians finished one, two, three

in the event for single cylinder stock machines.

In the

Skill Contest

Indians were again 1st, 2nd and 3rd.

In the

One Pint Economy Test

The Indian won with a record of 30 miles

1191 yds., and the tri-car, carrying

two passengers, finished fifth,

beating out seven

singles.

In the

Despatch Race

Indians were first and second.

How can any thinking man
who judges by results,
select other than
an Indian?

HENDEE MFC. CO.,

Springfield, Mass.

PLEA FOR THE TANDEM

Enthusiast Sees Revival of Popularity and Suggests Improvements.

Although the tandem bicycle cannot be said to have entirely lost favor with the public at any time since it made its first appearance in really practical form some years ago, it cannot be denied that for some time past it has by no means been a popular mount, says Jock, in the *Scottish Cyclist*. To those who, like myself, are tandem enthusiasts of some years' standing, the lack of interest in this type displayed by many men and women to whom its advantages should strongly appeal is a matter for much surprise. Judging, however, by the decidedly increased numbers of the double-seater which I have noticed in recent wanderings through the southern counties of England, it would appear that the tandem is entering upon a period of fresh popularity, which, though it is hardly likely to attain the proportions of a boom, will be heartily welcomed by this machine's admirers if it should lead to more attention being given to it by the manufacturers in the near future.

In many respects the tandem has not kept pace with the march of improvement, some of the patterns of ten years ago being still offered in a half-hearted, suppose-I-must-list-it fashion, but little altered in general design or detail. It may be argued that this is due to lack of patronage, but whether lack of patrons has caused lack of improvement, or whether the latter has caused the former, I am not disposed to discuss. It is sufficient to note that the tandem is a machine so much open for improvement, and when certain defects are modified, or altogether remedied, an incentive should be given to further popularize the most sociable form of cycling extant.

In most double machines the task of mounting and dismounting for the front rider is

one suited only to the youthful and agile, a class from which the tandem's patrons are not likely to be very largely drawn. To ask any man who is not something of an acrobat to go through the performance of swinging one leg over the handle-bar every time he dismounts is nothing short of absurd, and no machine that does not permit a rider to leave his saddle promptly and easily without letting go the steering can be considered a practical machine for road use, more particularly when a lady is to be accommodated on the back seat. It is a noteworthy fact that the few makers who still make anything like a feature of the tandem all recognize this difficulty, and provide for it in a greater or less degree by dropping the front frame to permit the rider dismounting in the fashion of womankind. The number of such is so few, however, that one's choice in tandem buying is extremely limited, and most of us have to forego our favorite make if we would go a-tandeming on a suitable machine.

I have enlarged on this defect at length, as on its solution depend the chances of popularity of the double-seater. Among other matters not so important that require attention are a better system of chain adjustment, a more easily refixed detachable gear case, and with some a longer wheel base, so that the riders are not crowded too closely together. The intending buyer of a tandem should select a machine combining as many good points on the above lines as possible, and for the rest study the personality of himself and companion in specifying other details of the machine. Generally speaking, it has been the custom to over-gear the tandem, more especially the "mixed" variety, but now that the variable gear is an established success, this difficulty should disappear. If a two or more speed gear is not patronized, the single gear adopted on a mixed tandem—no matter how strong the male partner may be—should err, if at all, on the low side, and I should fix 70 as an outside figure for any but those who are of quite unusual powers.

When it is a case of husband and wife cycling together, the tandem will generally be

found infinitely superior to a couple of singles. The stronger rider is relieved of all anxiety for the safety of the partner of his joys and sorrows, has not to modify his pace to a mere crawl, walk up easy hills, and generally spoil much of the pleasure of his ride; while the lady, relieved of all the trouble of control, has nothing to do but perform her share of the work of pedalling, and is able to travel further and finish less fatigued than would be the case had she been left to her own resources entirely.

It will generally be found that when a man and woman continually tandem in company they soon "nick" together, and the man will find his woman partner a far more efficient rider than the strongest male of his acquaintance who may take a casual seat on the machine. Sooner or later there is a sort of mutual understanding established between a pair who continually ride tandem together, which enables them to race with a oneness of purpose, as if but one mind was at work in directing the propulsion of the machine. It is in this that "nicking well together" lies, and when that point has been reached, wasted effort on the part of either rider is reduced to a minimum, and we find what is usually termed a well-matched tandem pair.

I am aware that the tandem has in certain cases been tried and found wanting, but this has, I should think, generally arisen through the inadaptability of the partners, or because one or the other has shirked a proper share of the work. The former is a difficulty which may prove insuperable, and the latter is due to selfishness, but I should imagine such difficulties would prove comparatively rare, and they must be considered the exception that prove the rule.

It is perhaps as a touring machine that the tandem appears at its best, but care should be taken to limit each day's journey when one of the riders is not quite fit, or happens to be "off color" for the day, a thing not uncommon on a tour of any length.

It is to be hoped that the present budding tandem revival may develop strongly during the next few months, and that a little more attention to fostering its growth by the manufacturers may be apparent when show time comes round again. Its appearance at the show in November would, at any rate, relieve the monotony of so many stands being given over to an endless repetition of the one type, and many riders who are wavering on the point of adding a tandem to their stable would probably receive the small incentive necessary to make them buyers.



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"Better to be Sure than to be Sorry"***

 The courts have repeatedly held that the purchasers  and users of an infringing article are as culpable as the manufacturer thereof.

SUIT HAS BEEN INSTITUTED

against the CONTINENTAL RUBBER WORKS, Erie, Pa., in the U. S. Circuit Court, Western District of Pennsylvania, for infringement of the basic Tillinghast patent on single tube tires, and there is in force an injunction against one of the Continental customers, issued by the U. S. Circuit Court, District of Mass.

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The Week's Patents.

796,557. Carburetter. Charles M. Bockoven, Chicago, Ill. Filed September 22, 1902. Renewed December 14, 1904. Serial No. 236,854.

Claim.—1. In a carburetter, a mixing chamber, a chamber containing the hydrocarbon liquid, and a wick extended across the mixing chamber and extending into the hydrocarbon liquid, said wick being of greater thickness in the mixing chamber than in the liquid chamber.

796,648. Cage for Ball Bearings. Carl A. Hirth, Cannstatt, Germany, assignor to Ernst Gustav Hoffmann, Dreiskau, near Leipsic,

Germany. Filed July 20, 1904. Serial No. 217,313.

Claim.—1. In combination with a two-point ball bearing, a cage frame formed of two parts, springs connecting these parts, cavities provided on the latter and adapted to take hold of the balls at their axes of rotation substantially as described.

796,649. Ball Bearing. Carl A. Hirth, Cannstatt, Germany, assignor to Ernst Gustav Hoffmann, Tompkinsville, N. Y. Filed December 9, 1904. Serial No. 236,138.

Claim.—1. A closed ball bearing comprising a plurality of rows or sets of balls and a separator between adjacent rows to engage the balls thereof and maintain the balls in staggered relation.

796,664. Tire. Albert de Laski, Weehawken, N. J. Filed October 26, 1904. Serial No. 230,006.

Claim.—1. A vehicle wheel having an inner rim section, a permanent outer rim section, bolts passing through the inner rim section and having a screw-threaded engagement with the outer rim-section for securing it to the inner rim-section, a removable outer rim-section arranged to be inserted over the ends of said bolts, and nuts for securing the removable outer rim-section in place.

796,712. Carburetter for Hydrocarbon Engines. David Fergusson and Charles L. Sheppy, Buffalo, N. Y., assignors to The George N. Pierce Company, Buffalo, N. Y. Filed May 2, 1904. Serial No. 205,937.

Claim.—1. In a carburetter, the combination of a casing having an air supply passage and a discharge passage, a nozzle projecting into the casing and connected with a supply of liquid fuel, a stationary partition which surrounds said nozzle, divides said casing into an inlet and a mixing chamber and forms a contracted air passage around said nozzle, which passage is open at all times to the flow of air therethrough from the air supply passage to the discharge passage, said partition having above said nozzle one or more supplemental air supply openings for the passage of air from said inlet chamber to said mixing chamber, and a valve normally above said nozzle which in its several positions permits the flow of air through said contracted air passage and controls said supplemental air openings and is automatically operated by the suction of the motor with which the carburetter is connected, substantially as set forth.

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up by the lifter. If this is the case, grind a very small amount off the end of the stem so the valve will come to its seat solidly.

Switzerland's Tag Requirements.

In Switzerland cyclists are being given a taste of the "freedom" enjoyed by motorists in this and other parts of the world. Because the various cantons cannot agree on a uniform "tag" to be carried on bicycles, cyclists must carry a supply of the different "tags" required, and change them, of course, when crossing from one canton into another.

Suspected of Stealing.

George Kirscher, a fifteen-year-old lad, living at No. 185 Russell Street, Brooklyn, N. Y., won a bicycle in a competitive contest in the Greenpoint Grammar School, in June, and was highly elated. While visiting a friend on Melrose Street, on August 2, he left the machine outside, and was horrified on coming out again, to find that it had been stolen.

Two days later the police arrested John Becker, of No. 238 Humboldt Street, charging him with the theft. He was held for a hearing in the Manhattan Avenue Police Court.



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AND MOTORCYCLE REVIEW.

Volume LI.

New York, U. S. A., Saturday, August 26, 1905

No. 22

NEW DEPARTURE IN WHEELS

Company with Large Capital Formed to Make an Iron Pneumatic Type.

John Chamber Rutherford, the Southwestern mine owner, who came North a month or two ago to have his substitute for pneumatic tires put into concrete form by the Hartford Rubber Works, has had a model set of wheels completed. They are of bronze and steel construction with ordinary metal tires. The basic principle of the invention, which has not only been tried times without number in this country, but is already on the market in England for bicycles, is the time worn idea of placing the pneumatic tire midway between the hub and the rim, instead of on the latter. A trial trip from New York to Hartford, Conn., was essayed on a powerpower Rambler, fitted with the odd appearing tires, a few days ago, but owing to the rain and the illness of the inventor, it terminated at New Haven. The outcome of the test is the formation of the Iron Tire Pneumatic Wheel Co., to manufacture the wheels for the trade. It has been incorporated under the laws of Maine, with a capital of \$5,000,000. The officers are: President, James G. Batterson, of the Travellers' Insurance Co., of Hartford; vice-president and general manager, John C. Rutherford; secretary and treasurer, John J. Roche; J. J. Dohiee and J. R. Stanton, with the above officers, form the board of directors. If successful in the automobile field, a size for motorcycles and probably for bicycles may be marketed.

Death of E. W. Tollerton.

E. W. Tollerton, vice-president of the Consolidated Mfg. Co., of Toledo, Ohio, and for many years its chief adviser, died on Tuesday of this week. Mr. Tollerton was a lawyer and achieved eminence in his profession, having been long a leader of the Toledo bar and acting in a confidential capacity for numerous leading institutions. He amassed a competence many years ago, and was interested in the Kirk Mfg. Co. from its inception. When that concern was merged into the Consolidated Mfg. Co. he continued to retain his interest and was a valued and trusted adviser. His death will come as a shock,

for, while he was not personally known to many in the trade, his influence was widespread and his judgment thoroughly respected.

Fisk Rubber Men in Conference.

A general conference of the branch managers and travelling representatives of the Fisk Rubber Co. at Chicopee Falls, Mass., is being held there this week. From the looks of all concerned, the reports have been decidedly encouraging, and indicate a healthy growth during the year just closing. Fisk faith is as firm and deep as ever, all uniting in declaring that the mechanically fastened type of tire is surely winning its way, and the Fisk is favored. President H. T. Dunn is on hand, of course, presiding over the deliberations and formulating the policy for

As Seabrook Sees It.

Mr. Percy B. H. Seabrook, of the London house of Seabrook Brothers, who has been in this country for several weeks arranging for representation of American cycling accessories in Great Britain, sails for home to-day in the S. S. Campania.

Everywhere he went, Mr. Seabrook says, he was struck with the pronounced advance in prices of steel, iron, brass, copper, etc., and predicted that a considerable increase in selling prices would be imperative next year.

The Retail Record.

Richmond, Ind.—Adolph Mansfield, sold out to H. M. Kramer and C. P. Hatfield.

Bakersfield, Cal.—Arms' bicycle store totally destroyed by fire; loss not known.

Burlington, N. J.—William Arbor and Benjamin Goldie have purchased the bicycle, repair and sundry business of the Gray Mfg. Co., at No. 27 East Broad street.

Buescher Patents Transferred.

The Buescher Toe Clip Co., of Elkhart, Ind., have disposed of their patents and goodwill of the No. 3 patent Buescher Toe Clip and the new improved L. A. W. lock to Stevens & Co., No. 99 Chambers street, New York City. The New York concern will continue to manufacture these well known articles and fill orders direct from this city.

Egypt a Promising Market.

The British Consul at Cairo, thinks there is "a distinct opening" in Egypt for bicycles retailing at from \$55 to \$70. They should be "fairly strong," in his humble opinion.

HOYT WINS CHAMPIONSHIP

Results of the F.A.M. Motorcycle Meet at Charles River Track.

Boston, Mass., Aug. 19.—Fred C. Hoyt, of Boston, is the first hall-marked American motorcycle champion. He won the title to-day at the postponed race meeting, which was to have formed the concluding chapter of the annual meet of the Federation of American Motorcyclists. The races occurred on the Charles River Park five-lap board track, and were witnessed by a large crowd. Three national championships—the one, the two and the five miles—were included in the programme, and Hoyt won all of them. Then, as if to clinch his claim and fame, he went out and, despite a terrific wind, set up a new American record for the mile—56.25 seconds, which wholly "buries" Bruyere's 1:06.35, which previously occupied the place of honor.

For a brief period Jacob Derosier, of Springfield, Mass., thought he was the one-mile champion, and it is due to no fault of his own that he does not hold the honor. The one-mile championship was run twice, the first time with a flying start, when Derosier finished in front in the fastest time ever ridden in competition—58.15 seconds. Then it was discovered that the rules required a standing start, and this magnificent performance was nullified when the race was ordered re-run. The run-over was won by Hoyt in 1:10.15.

Between them, however, Hoyt and Derosier, both of whom rode Indians, swept the boards clean. The former took the championships; the latter took everything else, and with Stanley T. Kellogg, Bridgeport, Conn., also on an Indian, left but one second and one third for the "field," and as it develops that these latter two riders, Guy Greene and H. H. Cobe, are not registered and were therefore ineligible to compete, it is supposed there will be "something doing" by the F. A. M. Competition Committee.

This permitting ineligible riders to start was a fair sample of the carelessness or lack of knowledge, or worse, that marked the entire meeting. The officials did not

appear to "know their book," and were sadly in need of tutoring or coaching. Their judgment reached its crowning height when, after one blunder, they ruled that a "standing start" meant that the riders must stand beside their machines on the steeply banked track and start them without assistance, when all the rest of the world has been aware, since bicycles were used on a race-track, that a "standing start" implies a push-off. It meant a difference of several seconds in the time of each championship, as the two cylindered machines used were slow at getting under way. Similarly, when the mile record was attacked, the mark they batted at was Alfred Champion's 55 2-5s., which was made on a big four-cylinder pacing monster weighing something less than a ton. The officials did not seem aware that neither the F. A. M. nor any of the foreign bodies recognize records made on machines weighing more than 110 pounds. They did not know Hoyt's 56 2-5 was a record after it had been made, and also are probably still unaware that his time in the two and the five miles events are also American records.

If Derosier lost a championship and a record through no fault of his own, he gained a race—the mile open—because of the same official carelessness responsible for his loss. In the final of the mile open, Libbey looked all over a winner, when the last lap signal was given on the wrong lap, and Libbey sat up, supposing he had won. Derosier, who had kept count, went on and scored the victory. Libbey's machine had been, however, protested as not a stock model—a protest which was sustained.

Aside from the official blemishes and the terrific wind that prevailed, the racing was of good quality, and despite the carnival of speed not an accident occurred—not even a tire was punctured, the Indian people setting a good example by closely watching the tires and substituting new front or rear wheels—which were kept in readiness—at the slightest sign of wear.

The only mishap was more ludicrous than otherwise. When W. T. Marsh, of Brockton, saw Ralph Wiatt, on a Marsh, win a heat, his great joy burst its bounds, and in his exuberance he attempted to stop Wiatt and fall on his neck before Wiatt had lost sufficient momentum. The result may be imagined. Both men and the machine spilled all over the track, but without injury.

There were a number of runaways, but they were atoned for by the stirring sight in the ten-mile open. In this event Derosier lapped the others in the first mile and was making a second ring around Kellogg, who had been trying to get his machine out of its sulks, when the Bridgeport lad finally "got going." Then they had it hammer and tongs. Lap after lap they dived like daredevils around the steep saucer, laying so far over that they looked two flying shelves one above the other. But Derosier was equal to every emergency, and answered every call so well that although Kellogg made up one of two laps he lost to Green, he never could poke

his nose in front of Derosier. Derosier is said to have used his favorite bumping tactic to make assurance sure, but if they saw the fouling the officials did nothing. Summaries:

Half-mile, flying start; for single cylinder stock machines.—First heat—Stanley T. Kellogg, Bridgeport, Ct., 1¼ Indian, first; H. H. Cobe, Dorchester, Mass., 2 Metz, second; W. C. Bowdich, Roxbury, Mass., 1¼ Indian, third. Time, 0:39 1-5. Second heat—J. Derosier, Springfield, Mass., 1¼ Indian, first; Ralph Wiatt, 3 Marsh, second. Time, 0:41 2-5. Final heat—J. Derosier, first; Stanley T. Kellogg, second; R. Wiatt, third; H. H. Cobe, fourth. Time, 0:38 4-5. C. A. Libbey, 3 Marsh, also ran, but was protested.

Five miles, national championship.—Fred C. Hoyt, Boston, 3 Indian, first; J. Derosier, Springfield, Mass., 3 Indian, second; Stanley T. Kellogg, Bridgeport, Ct., 3 Indian, third; Guy Green, Waltham, Mass., 4 Metz, fourth. Time, 5:12 2-5.

One mile, flying start; for single cylinder stock machines.—First heat—R. Wiatt, 3 Marsh, first; J. Derosier, Springfield, Mass., 1¼ Indian, second. Time, 1:22. Second heat—C. A. Libbey, 3 Marsh, first; Stanley T. Kellogg, Bridgeport, Ct., 1¼ Indian, second. Time, 1:10 1-5. Final heat—J. Derosier, first; Stanley T. Kellogg, second; C. A. Libbey, third; R. Wiatt, fourth. Time, 1:17 4-5. Libbey allowed to ride under protest. Also ran—Guy Green, Waltham, Mass., 4 Orient; H. H. Cobe, Dorchester, 2 Metz; Wm. C. Bowdich, Roxbury, 1¼ Indian.

One mile, national championship.—F. C. Hoyt, Boston, 3 Indian, first; J. Derosier, Springfield, 3 Indian, second; S. T. Kellogg, Bridgeport, 3 Indian, third; Guy Green, Waltham, 4 Metz, fourth. Time, 1:10 1-5.

Ten miles, flying start; for single cylinder stock machines.—J. Derosier, Springfield, 1¼ Indian, first; Guy Greene, Waltham, 2 Metz, second; Stanley T. Kellogg, Bridgeport, 1¼ Indian, third; H. H. Cobe, Dorchester, 2 Metz, fourth. Time, 12:48. Also ran—C. A. Libbey, 3 Marsh; R. Wiatt, 3 Marsh.

Two miles, national championship.—Fred C. Hoyt, Boston, 3 Indian, first; Stanley T. Kellogg, Bridgeport, 3 Indian, second; J. Derosier, Springfield, 3 Indian, third; Guy Green, Waltham, 4 Metz, fourth. Time, 2:10 1-5.

On mile, against time.—F. C. Hoyt, 3 h. p. Indian, 0:56 2-5; J. Derosier, 3 h. p. Indian, 0:59 3-5; Robert Shultz, 3 h. p. Marsh, 1:03 1-5.

Club Fighting for its Lease.

There is an interesting legal tangle in process of unravelment in Hartford, Conn., over the right of possession of the quarters in the Putnam Building, which have been occupied by the old Hartford Wheel Club for several years and on which they claim the rights of a twenty year lease. The Travelers' Insurance Co. has purchased the building, in common with the two adjacent structures, and proposes to erect a large affair in place of them for home office purposes. Full title to the other property has been obtained, but

the wheel club refuses to concede its rights for less than \$1,500, and as the Travelers' company fails to see it in that light legal measures have been adopted.

Last spring the company brought action of summary process against the club, a defective lease was alleged, and judgment went to the company. The verdict was sustained on appeal by the higher court, and a further appeal, taken to the Supreme Court of Errors and Appeal, is still pending.

The most recent action came up last week, when the company applied to the Court of Common Pleas for a writ of execution to dispossess the club, which was based on the allegation that the second appeal was taken for purposes of delay. The company is ready to begin building operations, and is only restrained by the presence of the wheel club in the first building to be razed in the process. It is claimed that the company is losing \$833 a month because of the delay, and that the club has refused an offer of \$500 to quit immediately. Counsel for the plaintiff thought that the club should be made to furnish a bond to cover any possible damages. Judge Coats reserved decision.

Misleading Advertiser Mulcted.

From the following it would appear that over "across the pond" they are having no better success in rooting out the dealer who bases his trade on misrepresentation and sells his goods on the strength of misleading and fake advertisements than is the American trade. Indeed, the tale has about it a trifle of the savor of some of the doings which have been brought to light here in New York within a twelvemonth.

It seems that a bicyclist of the familiar credulous type fell victim to an attractive "ad," which ran something like this:

"Sample £10 10s. cycle for cash, £4 15s.; Dunlop tires, free wheel; carriage paid."

When the machine arrived the tires were not as specified, there was only one brake, and the machine, when examined by an expert, was declared to be dangerous. As in duty bound, the victim sued the makers, a Norwich firm, for the return of the money. In the course of the trial the counsel for the defence claimed interestingly that the machines were actually being sold at cost price in order to advertise them; that they were strictly as represented, and so on through the usual course of hedgings and refutation. The judge, however, pointed out most clearly that the advertisement was evidently meant to induce people to expect to get a £10 10s. wheel for less than half that price, and gave judgment against the company with costs.

Pope Men Have an Outing.

On Thursday, the 17th inst., the officers and heads of departments of the Pope Mfg. Co., of Hartford, enjoyed their annual outing. Ninety persons were included in the party, which made the trip to New Haven and Savin Rock, and there spent the day in an informal manner. The event serves to forge another link in the bond which has always signalized the organization of the Pope company.

CUTS A WORLD'S RECORD

Hollister Lowers Figures for Three-quarter Mile at Salt Lake City.

It was trouble night at the Salt Lake City saucer Tuesday, 15th inst., and the old lumber with loose edges in the saucer caused most of it. It stopped the amateur tandem race with a puncture, and caused the evening to drag miserably, despite the good programme that worked up interest at intervals.

Saxon Williams and Iver Redman furnished the most amusement in the five-mile motor-paced event. Williams followed Redman around the track about half a lap behind until the last four laps, and then he "humped" himself to overhaul him. He succeeded in the attempt, but could not hold the pace. When abreast of him on the last lap he lost his stride and fell out of the race, allowing Redman to finish alone. The make-up of Redman's pacemaker was a feature. In a red sweater made for two, or perhaps half a dozen, and a football helmet that surrounded his entire upperworks, he straddled a machine with a big wind shield and started out looking just like a winner. Williams's pacemaker had only about a third of the wind brake, and none of the extra sweater expanse. Hence he was not looked to as a first class man, and justified the suspicion that he was not so good by keeping his man well behind the leader.

The finish in the half-mile professional brought Downing and Samuelson together at the tape again, with Downing a half wheel behind and Samuelson taking the money. Walter Bardgett, the Buffalonian, was third, and James Bowler fourth. The time was fast, too—0:55 2-5.

One world's record went by the board at the Friday night meet, 18th inst., at the Salt Lake City saucer. Over two thousand spectators viewed the races, and the way they cheered at the blanket finishes proves conclusively that cycle racing in the Mormon City has beyond the shadow of a doubt more than "come into its own."

C. L. Hollister, of Springfield, Mass., was the rider who took a crack at the record of 1:26 3-5 for the three-quarter-mile professional. Hollister and James B. Bowler, of Chicago, teamed, and the latter's work as a "puller" was apparent, for when Hollister crossed the tape in front of Agraz the stop watches were clicked at 1:22 4-5.

Hardy Downing, of San Jose, Cal., lowered W. E. Samuelson's opinion of himself in a half-mile match race. Samuelson jumped into the lead in the first heat, but Downing unwound a long sprint and beat the erstwhile self-styled unpaced king by over a length at the tape.

At the crack of the pistol in the second heat both riders remained glued to the tape, each waiting for the other to set the pace.

Taking Downing by surprise, Samuelson dug into his pedals and put a gap of fifty yards between himself and the Californian. Downing, however, fell into his stride and was soon gaining on his opponent. They came abreast in the last lap, and Downing by a really wonderful sprint forged ahead at the tape.

Sixteen amateurs entered the unlimited pursuit race, and it was a difficult matter to keep track of the riders. Hume overhauled the last man—McCormack—at two miles, one and one-half laps, and was declared the winner. The time was 4:40 3-5.

All the other events were interesting, and resulted in blanket finishes. The summaries follow:

Three-quarter-mile nandicap, professional—C. L. Hollister, first; Emil Agraz, second; E. B. Heagren, third; James Bowler, fourth. Time, 1:22 4-5, world's record.

Half-mile match between Hardy Downing, of San Jose, Cal., and W. E. Samuelson, of Salt Lake City—First heat won by Downing. Time, 1:06 3-5. Second heat won by Downing. Time, 2:07 1-5.

Unlimited pursuit, amateur—J. B. Hume, first; J. McCormack, second; C. P. Redman, third; F. G. West, fourth. Distance, 2 miles 1½ laps. Time, 4:30 3-5.

Two-mile open, professional—W. E. Samuelson, first; Walter Bardgett, second; N. C. Hopper, third; Saxon Williams, fourth. Time, 3:53. Lap prize winners—Redman (5), Samuelson (1), Hollister (2), Burris (2), Leyland (2) and Agraz (1).

Half-mile open, amateur—C. P. Redman, first; Fred Castro, second; S. H. Wilcox, third. Time, 0:59 4-5.

Quarter-mile open, amateur—First heat—W. Demara, first; Fred West, second; C. P. Redman, third. Time, 0:29 4-5. Second heat—G. L. Lindgren, first; S. H. Wilcox, second; Fred Castro, third. Time, 0:31 2-5. Third heat—J. McCormack, first; J. B. Hume, second; J. E. Holliday, third. Time, 0:32 2-5. Final heat—F. G. West, first; S. H. Wilcox, second; C. P. Redman, third. Time, 0:31 1-5.

Half-mile open, professional—First heat—Hardy Downing, first; C. L. Hollister, second; Emil Agraz, third. Time, 1:00 3-5. Second heat—W. E. Samuelson, first; Walter Bardgett, second; James Bowler, third. Time, 0:59. Final heat—W. E. Samuelson, first; Hardy Downing, second; Walter Bardgett, third; James Bowler, fourth. Time, 0:55 2-5.

One-mile handicap, professional—C. L. Hollister (scratch), first; J. Burris, second; J. E. Achorn, third. Time, 1:58 2-5.

Five-mile motor-paced, professional—Iver Redman, first; Saxon Williams, second. Time, 7:56 2-5.

One-mile tandem open, amateur—Demara-West, first; Tate-Lindgren, second; Hume-Castro, third. Time, 1:54 2-5.

Pope flaks no Change in 'Frisco.

A current report is that the San Francisco (Cal.) branch of the Pope Mfg. Co., would discontinue the sales of bicycle and motorcycle sundries. This is a mistake, as the Pacific coast branch will continue to carry the same large stock in the future as heretofore.

MACLEAN BEATS BEDELL

Exciting Twenty-five Mile Motor-Paced Race on Revere Beach Track.

Hugh MacLean, of Chelsea, Mass., defeated Menus Bedell, of Lynbrook, Long Island, who only recently took up the pace following game, at the Revere Beach track, Boston, Mass., last Saturday night, 19th inst., in one of the most exciting twenty-five-mile motor-paced races ever seen in Boston. MacLean trounced Bedell by one and one-half laps, and William Stinson, of Boston, by three laps. MacLean's time was 37:35 4-5. It was originally intended to have a team race in heats, but as Floyd McFarland failed to appear the twenty-five-mile event was substituted.

The men were sent away from a flying start. MacLean tacked on behind his pace first followed by Bedell and Stinson. In the sixth mile the Chelsea rider scored his first lap on Stinson. Bedell was twenty yards ahead, and going fast. MacLean tried desperately hard to pass him, but Bedell showed that he had plenty of reserve power and successfully stood him off. In the tenth mile MacLean's motor began to miss fire and Bedell quickly jumped into the lead. MacLean changed pace for the second time in the fifteenth mile, soon overhauled and passed Stinson.

Then he went after Bedell. The latter rider only had five miles to go when MacLean suddenly developed unusual speed and passed Stinson in the twenty-first mile, and when he continued and caught Bedell the crowd yelled its approval in no mild tones. Not contented with securing the lead again despite heavy odds, the Chelsea rider kept on until he lapped Stinson again on the twenty-third mile. At the gun MacLean was leading Bedell by one and one-half laps and Stinson by over three laps.

Matt Downey distinguished himself by doing the "donkey work" in the five-mile open for amateurs and then crossing the tape ahead of A. W. McDonald and J. J. McKinnon, who finished respectively second and third. The time was 11:57.

In the ten-mile paced race between E. L. Collins, of Lynn, and A. W. McDonald, of Boston, the former had a comparatively easy victory. The boys were sent off from a flying start. Turville paced Collins and Robert Schultz manipulated the pacing machine for McDonald. At the finish Collins was two and one-half laps ahead. Time, 15:14 4-5.

Summaries:

Five-mile open, amateur—Matt Downey, first; A. W. McDonald, second; J. J. McKinnon, third. Time, 11:57.

Ten-mile amateur motor-paced match race between E. L. Collins, of Lynn, and A. W. McDonald, of Boston—Won by Collins. Time, 15:14 4-5.

Twenty-five mile motor-paced professional—Hugh MacLean, Chelsea, Mass., first; Menus Bedell, of Lynbrook, L. I., second; William Stinson, of Boston, third. Time by miles: 1:40 2-5, 3:06, 4:34 2-5, 6:01 2-5, 7:28 2-5, 8:54 3-5, 10:23 2-5, 11:50 4-5, 12:29, 14:58 2-5, 16:28 2-5, 17:57 4-5, 19:29, 20:59, 22:29 4-5, 23:29 2-5, 25:30, 26:57 4-5, 28:29, 29:59 2-5, 31:30 2-5, 32:58 4-5, 34:24 2-5, 35:51 4-5, 37:25 4-5.

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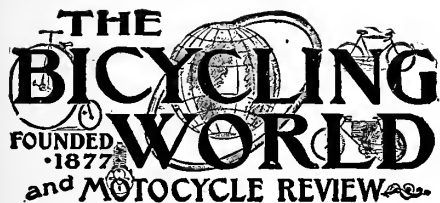
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NEW YORK, AUGUST 26, 1905.

Clearer Skies.

"The bicycle business can't be good until all the old junk is cleaned up and out of the way."

It is a familiar cry, a time-worn cry, for its echoes have been heard now for many years, its tones running the whole range of the scale, from the high, plaintive note of distress to the lowest depths of despair. And no wonder! "Hope deferred maketh the heart grow sick." Year after year has rolled around, and still old stocks have come out with monotonous regularity and with no appreciable decrease in number until it seemed as if they had no ending. Where they all came from was a mystery. When they would be absorbed, past all understanding.

But all things have an end, and the plague of the cycle trade has at last run its course. The old stocks have at last been "cleaned up," and the cleansing has been a thorough one, including besides bicycles, accessories of all kinds, and extending from the factories of the manufacturer to the floors and counters of the dealer.

It is hardly too much to say that never in the history of the cycle trade has there been less stock on hand or carried over. Factories

have been absolutely denuded, one prominent maker declaring that he could not take an order for one hundred wheels without going out and buying the stock to make them.

Jobbers, whose complaint last year was that they had carried over the bulk of their stock, have had their shelves swept bare, and the condition of the whole jobbing trade is healthier than it has been in years.

Dealers, the bulk of whom have been struggling along from hand to mouth and in a sort of come-day-go-day-God-send-Sunday way, have also been roused into some semblance of activity and have almost reached the point of daring to hope again.

Repairs have flourished. The evidence of the eyes is all that is necessary to prove it. Go along any of the frequented roads this summer and the scene in front of these useful roadside establishments is one of animation. Talk with their proprietors and they tell you the Saturday and Sunday trade this summer is like old times. The motor cycle now lifting its head has contributed, too, in no small part to the revenues of the dealer. Supplies, accessories, such as goggles, leggings, batteries, testers, spark plugs and the like have yielded their mite of profit and promise more for the future.

"Crowds who ride" are getting together and becoming noticeable, while, best of all, old club members are responding to the rallying cry of the bugle for the first time in years. The club run, the members in full uniform, with color-bearer and bugler, are to be seen any pleasant Sunday along the good roads of New York and New Jersey, and their appearance is as gay as it ever was, and instinctively turns thoughts cycle-ward.

The spirit of cycling is in the air, and its subtle influence seems to be spreading on unseen but not unfelt wings.

Its effect from a trade standpoint has been already felt. It will be felt still more strongly next year in the form of a stiffening market for all things pertaining to cycling. Advancing prices for raw materials, increased cost of labor and overhead expenses mean increased cost of manufacture, and naturally a higher scale of selling prices. Steel, iron, copper, brass, wire, in fact, all metals, have been steadily climbing in price, while wood rims, leather, springs, etc., have shared in the general upward movement.

As for tires, the price of crude rubber has mounted 'way up in the clouds, and cheap tires next year will be a sorry investment.

All this upward tendency of the times is rather to be welcomed than regretted, for

anything that can lift the scale of bicycle values is a godsend to the trade and works no hardship at all to the rider.

With clear decks and a favoring breeze the good ship of cycling bids fair to have smoother sailing than has fallen to its lot for many years. The worst of the clouds has rolled by and the future is one of promise.

Good Effects of Rational Cycling.

Rational cycling is the order of the day, and in this fact alone the continuance of the present revival of interest would seem assured. Of the causes that led many people, noticeably ladies, to give up wheeling, none contributed more than high gears, while in men's wheels abnormally high gears and dropped handle bars were responsible for a large defection. But the day of the hump-backed scorchers is happily past, and the men one now sees on the road are tasting the true delights of cycling, and that the taste is a palatable one goes without saying.

Since time began there has never been devised a mode of transportation to compare with the bicycle in simplicity of operation, economy of time or beneficence in results, and it is more than doubtful that there ever will be.

Man would seem to have exhausted his ingenuity in the perfection of the bicycle, combining in it a vehicle of marvelous utility, lightness and strength, and in its operation the most health giving exercise the world has ever seen. Its universal adaptability to all ages at once stamps it as unique, and the wonder grows that the whole world is not a-wheel. Good roads and better roads, with a return to the recognition of the "joys of cycling," may yet see it so.

If any further evidence of the bicycle again coming into its own were sought for, it would simply be necessary to take account of the manner in which laws affecting the wheel and the rights of its owner are being dragged forth from the mouldy oblivion in which they have lain undisturbed so long. With the passing of the boom they died a natural death so far as the public was concerned. They remained on the statute books, to be sure, but so have innumerable laws passed more than a century ago. During the past three or four years the enforcement of Connecticut's blue laws and her bicycle laws has been about on a par, bells and lamps belonged to an age seemingly long past. But a change has come over the face of affairs, and the laws will again be enforced for and the laws will again be enforced.

LAWSON GAINS POINTS

He Defeats Fenn and Kramer at Madison Square Garden—Krebs Rides Fast.

Monday night, 21st inst., Iver Lawson, of Buffalo, ex-world champion, added five more points to his score towards the National circuit championship by defeating W. S. Fenn, the Bristol blacksmith, by a length, in the half-mile open event. Several thousand people occupied seats in the vast Garden, and when the riders straddled their wheels for the first trial heat of the championship, the house fairly shook from the cheers.

Floyd McFarland, of San Jose, Cal.; W. R. Lee, of New York City; Iver Lawson, of Buffalo; Oliver Dorlon, of Sheepshead Bay, L. I.; W. S. Fenn, of Bristol, Conn.; E. F. Root, of Boston; Joe Fogler, of Brooklyn, and Frank Kramer, of East Orange, N. J., qualified for the semi-final heats. McFarland had the pole in the first semi-final, with Lawson, Lee and Dorlon next in order. Dorlon set the pace for one lap, when Lawson went past, pulling McFarland. Although Dorlon rode a splendid sprint, he failed to qualify, Lawson and McFarland crossing the tape in this order. In the second semi-final Fenn was down on the pole, but Kramer jumped him at the turn. Fogler then sprinted past the champion. Fenn led at the bell lap and unwound a sprint that caused the spectators to rub their eyes, for Fenn outsprinted Kramer to the tape and led over it by a clear length.

Lawson got away quickest in the final heat, but Kramer secured the lead after one lap. Kramer's advantage was of short duration, however, for "Long Mac," who was teaming with Lawson, pulled the latter to good advantage, and successfully warded off the superb efforts of Kramer to force his way in the line. When McFarland let Lawson go, the Buffalonian fully lived up to his name of the "Flying Swede." In one of the prettiest sprints so far this season Lawson led across the tape by half a wheel's length from Fenn, while the best Kramer could do was to beat Mac for third place. The time was 0:59 4-5.

One of the rankest exhibitions of foul riding that has been suffered to let stand unpunished occurred in the one mile "pro" handicap. Floyd Krebs, of Newark, who probably gained his pseudonym of "Flying Dutchman" because of the "wingflapping" manner in which he rides, deliberately ran Arthur Mitchell, the New Orleans rider, off the track, causing the latter to fall. Perhaps the lateness of the hour was responsible for the failure of the officials to see this exhibition of the foulest kind of riding. No doubt they were too sleepy to see these small matters. Anyway, Krebs was allowed to go on. Continuing his reckless riding, the wild "Dutchman" worked his way to the front, where he locked pedals with Lee. This occurred on the bank, and both riders went

down in a heap. Dorlon, Fenn and Fogler, who were close behind, cracked into the mess, and Fogler tore up about three feet of the outer railing. McFarland was the only man to escape a fall. Lee was the quickest to recover and carried his wheel across the tape. Krebs, Mitchell and McFarland also qualified. The final heat was won by Krebs, after he had again fouled Mitchell. McFarland was second and John Bedell, third. Time, 0:57 1-5.

The ten-mile motor-paced race between Hugh MacLean, of Chelsea, Mass., and William Stinson, of Boston, resulted in an easy victory for the Chelsea man. The men were sent off from a standing start and MacLean caught Turville, his pacemaker, first. Mettling was paced by Wm. Saunders. The time was 16:41 1-5.

The Winged Foot Trio, Ernst, Sherwood and Rupprecht, all qualified for the final of the one mile amateur handicap, and all rode from scratch. The scratch men soon caught all of their opponents but two, and then they all proceeded to loaf. George Pauli had started from 160 yards and he soon overtook the others, and a little later J. J. Forsythe, 90 yards, also gained a lap on everyone but Pauli. Ernst underestimated Downey, with the result that the visitor just managed to defeat the tall New York A. C. rider. Forsythe easily defeated Pauli for first place.

Sherwood was thrown in his heat of the one-mile amateur open, but Ernst and Rupprecht were in the final to carry the New York Athletic Club colors. The Boston pair, Coffey and Downey, tried their best to get the lead away from Billington, but were unsuccessful. When Ernst was ready he simply sprinted around the leading trio into the lead. The Bostonians tried to outsprint him in the last lap, but Ernst laughed at them and won the race by six open lengths. Summaries:

Half-mile novice—Tom Wack, first; H. Purley, second; Louis Luppi, third. Time, 1:09 3-5.

One-mile open, amateur—First heat—Edward Rupprecht, N. Y. A. C., first; Matt Downey, Boston, second. Time, 2:08 1-5. Second heat—Fred Ernst, N. Y. A. C., first; George Wiley, Buffalo, second. Time, 2:21. Third heat—J. B. Coffey, Boston, first; Watson J. Kluczek, Orange, second. Time, 2:17 3-5. Fourth heat—Teddy Billington, N. A. C., first; J. J. Forsythe, Edgecombe A. C., second. Time, 2:19 4-5. Final heat—Fred Ernst, first; J. B. Coffey, second; Matt Downey, third. Time, 2:08 4-5.

Half-mile open, professional; for points in National Circuit championship—Floyd McFarland, San Jose, Cal.; W. R. Lee, New York; Iver Lawson, Buffalo; Oliver Dorlon, Sheepshead Bay, L. I.; W. S. Fenn, Bristol, Conn.; E. F. Root, Boston, Mass.; Frank Kramer, East Orange, N. J., and Joe Fogler, Brooklyn, qualified for semi-final heats. First semi-final heat—Iver Lawson, first; Floyd McFarland, second. Time, 1:01. Second semi-final heat—W. S. Fenn, first; Frank Kramer, second. Time, 1:01 4-5. Final heat—Iver Lawson, first; W. S. Fenn, second; Frank

Kramer, third; Floyd McFarland, fourth. Time, 0:59 4-5.

One-mile handicap, amateur—First heat—Matt Downey (45 yards), first; J. J. Forsythe (90 yards), second. Time, 2:07 3-5. Second heat—George Wiley (45 yards), first; Fred Ernst (scratch), second. Time, 2:04. Third heat—Edward Rupprecht (scratch), first; W. J. Kluczek (45 yards), second. Time, 2:12 2-5. Fourth heat—George Pauli (160 yards), first; C. A. Sherwood (scratch), second. Time, 2:03 3-5. Final heat—J. J. Forsythe (90 yards), first; George Pauli (160 yards), second; Matt Downey (45 yards), third. Time, 2:07.

Half-mile handicap, professional—First heat—W. R. Lee (45 yards), first; Floyd McFarland (30 yards), second; Floyd Krebs (35 yards), third; Arthur Mitchell (70 yards), fourth. Time, 1:06 4-5. Second heat—E. F. Root (25 yards), first; W. L. Mitten (70 yards), second; Menus Bedell (30 yards), third; John Bedell (10 yards), fourth. Final heat—Floyd Krebs, first; Floyd McFarland, second; John Bedell, third; W. R. Lee, fourth. Time, 0:57 1-5.

Ten-mile motor-paced professional, between Hugh MacLean, of Chelsea, Mass., and William Stinson, of Boston—Won by MacLean. Time by miles, 1:49, 3:29 3-5, 5:05 1-5, 6:45 1-5, 8:25 2-5, 10:04 1-5, 11:44 2-5, 13:24 4-5, 15:05 3-5 and 16:41 1-5.

Budziak Wins Buffalo Road Race

A large and enthusiastic crowd witnessed the second annual fifteen-mile road race of the Falson Cycle Club, of Buffalo, Sunday, August 13, in that city. The course was over Broadway to Lancaster and return, starting and finishing at the city line. Twenty-four riders faced the starter, nineteen of whom finished.

William Budziak, a three-minute man, was the first rider to cross the ribbon at the finish, and Streyelmeir, was trailing him at the tape. The real fight was for time honors between the two lone scratch men, J. L. Lester, of the Rambler B. C., and R. J. Hoover, of the Moonshines. Hoover started a long sprint eight miles from the finish and triumphed over his rival at the tape by only a few seconds. His time was 36 minutes. The winner of the race and the two scratch men rode Pierre wheels, fitted with Palmer tires.

The order of the finish and handicap of each rider follows: 1, Budziak (3:00); 2, Streyelmeir (3:30); 3, Balkerkiewicz (5:00); 4, Forgalski (5:00); 5, Wozaniak (4:30); 6, Kiszewski (4:00); 7, Dziarmowski (5:00); 8, R. J. Hoover (scratch); 9, H. L. Lester (scratch); 10, Adamszyk (4:00); 11, Felber (2:30); 12, Johnson (3:30); 13,FILES (4:00); 14, Lowick (3:00); 15, Ostrowski (5:00); 16, Master (5:00); 17, Czerniak (5:00); 18, Fleming (5:00); 19, Peck (5:00).

Connecticut's Secretary of State has let the contract for the new automobile tags to the Lyon & Ewald Co., of New London. The one-piece identification tag consists of a piece of steel, enamelled black, with the numbers light in color. They will be furnished automobilists at cost, which is \$1 per set of two. The new law goes into effect September 1.

KRAMER BEATS FENN

Wins in Two Straight Heats at Madison Square Garden—Other Events.

If there is any question of supremacy now between National Champion Frank Kramer and W. S. Fenn, it will remain undecided until the close of the circuit. Thursday night, 24th inst., on the Madison Square Garden course, New York City, Kramer defeated Fenn in two straight heats.

More than 3,000 people turned out to witness the races, but the air was so humid that most of the men soon shed coats and vests. As far as real racing goes, the match between Kramer and Fenn was uninteresting. In the first heat, one-half mile unpaced, Fenn had the pole, but Kramer jumped into the lead at the start, and although Fenn made a brilliant effort to go by him in the bell lap, Kramer's sprint carried him across the tape first by half a length. Time, 1:14.4-5.

The second heat was at one mile, and George Schreiber, of New York, acted as pacemaker. Kramer tacked on to Schreiber's rear wheel and Fenn warily followed. At two laps to go the riders went by the pacemaker and there started the real sprint. Rounding into the stretch for the bell lap, Kramer and Fenn were neck and neck and sprinting for all they were worth. The East Orange man's superb jump on the last bank gave him the advantage to make victory his, and he flashed over the tape half a length ahead. Time, 2:06.3-5.

Floyd McFarland, the lanky rider from San Jose, Cal., demonstrated to the skeptical that he is far from going stale by beating John Bedell to the tape by a margin of inches in the first heat of the half-mile open for professionals. Root also qualified. W. F. King, or "Hobo" King, as he is familiarly designated, made his appearance for the Tiger Wheelmen, of New York City, in this heat, and although he made a good showing was shut out. "Hobo," as usual, "bummed" his way from Salt Lake City. He was minus a wheel when the heat was called, but some generous admirer kindly loaned him an old crock that should have long since been reposing in some dump pile. Joe Fogler, Iver Lawson and Menus Bedell qualified in the second heat.

In the final heat Lawson and McFarland announced a team, as did John Bedell and Root. Fogler took the lead at the start, followed by McFarland, John Bedell and Lawson, in the order named. The Buffalo Swede let Fogler do the sprinting in the bell lap, but easily passed him on the bank, pulling John Bedell. McFarland tried desperately to follow his team mate, but was pocketed. The finish was a pretty sprint between Lawson and Menus Bedell, the former win-

ning out by half a length. The time was 1:00.1-5. Fogler finished third, with Menus Bedell fourth.

E. F. Root, 60 yards; John Bedell, 15 yards; Iver Lawson, scratch; George Schreiber, 75 yards; Floyd McFarland, 60 yards; Menus Bedell, 75 yards; Floyd Krebs, 60 yards, and W. R. Lee, 75 yards, qualified for the final heat of the mile "pro" handicap. Lawson and McFarland, John Bedell and Root and Floyd Krebs and Lee teamed. Iver Lawson overhauled the bunch in the third lap and soon worked his way to Long Mac's wheel. Lee made a desperate sprint to pull his team mate, Krebs, out in the fifth lap, but McFarland and Lawson took the lead the next time around. Root had pulled John Bedell up to Lawson beginning the last lap, and the race developed into a battle between these two. Lawson unwound a sensational sprint and forged ahead of "Greyhound John" just at the line. Menus Bedell was third and the "Flying Dutchman" fourth. Time, 2:01.2-5.

The feature of the half-mile novice race was the foot race between Arthur Brandes and Emil Drewitz. At two laps to go all the riders fell except Henry Kelley and M. D. Simmons, who finished first and second. Brandes and Drewitz picked up their smashed wheels and ran the two laps. Drewitz beat his opponent in a blanket finish, while the crowd howled.

Conspicuous by their absence in the amateur events were the members of the New York A. C. team, Fred Erst, of Rochester, alone riding. The five-mile open was a long grind and certainly tested the plugging powers of the "simon pures." The Boston trio—Matt Downey, A. W. McDonald and J. B. Coffey—fully justified the statement they made some time ago to the effect that they would show the New York aggregation how to ride on a saucer track by capturing all the honors. A. W. McDonald captured the lap prize, placing no less than twenty-five to his credit. This was one of the prettiest races of the night, and kept the spectators a-tingle with excitement. The smallest rider on the track—J. B. Coffey—received the greatest applause, but he did not seem to mind it in the least. Coffey rides very much like the late Jimmy Michael, and if he continues to improve in the future as he has in the past, may develop into a second edition of the "Welsh Rabbit." Downey crossed the tape only a few inches ahead of Coffey, while the best Ernst, the Mercury foot representative, could do was to come in third. The time was not slow either—12:03.2-5.

Downey, Coffey and McDonald finished in this order in the one-mile handicap. Watson J. Kluczek made a pretty sprint, but it was not quite fast enough to land a prize. It was rather fortunate that Schwenke's chain came off when it did, for had it not there would probably have been a spill. Schwenke is one of those individuals who sit in the saddle like a bag of meal and tack around the wooden bowl like a catboat minus a rudder. He has caused more spills this sea-

son than all the other riders together. Summaries:—

Half-Mile Novice.—First Heat—Won by Arthur Brandes, New York. Time, 1:09. Second heat—Won by M. D. Simmons, New York. Time, 1:10.4-5. Third heat—Won by Henry Kelley, New York. Time, 1:05. Fourth heat—Won by Montrose Montezumas, New York. Time, 1:05.3-5. Fifth heat—Won by Emil Drewitz, Williamsbridge. Time, 1:09. Final heat—Henry Kelley, first; M. D. Simmons, second; Emil Drewitz, third. Time, 1:07.2-5.

Half-Mile Open, Professional.—First heat—Floyd McFarland, first; John Bedell, second; E. F. Root, third. Time, 1:00.4-5. Second heat—Joe Fogler, first; Iver Lawson, second; Menus Bedell, third. Time, 1:01.4-5. Final heat—Iver Lawson, first; John Bedell, second; Joe Fogler, third; Menus Bedell, fourth. Time, 1:00.1-5.

Five-Mile Open, Amateur.—Trial heats at one mile. First heat—Watson J. Kluczek, West Orange, first; J. B. Coffey, Boston, second; H. M. Kuehne, New York, third. Time, 2:26.3-5. Second heat—Fred Ernst, N. Y. A. C., first; A. W. McDonald, Boston, second; H. L. Lind, Nat. A. C., Brooklyn, third; William Kafaleakos, Brown Wheelmen, N. Y. C., fourth. Time, 2:21.3-5. Third heat—Matt Downey, Boston, first; L. J. Weintz, Nat. A. C., Brooklyn, second; A. Schwenke, New York, third; H. H. Hintze, Tiger Wheelmen, New York, fourth. Time, 2:25. Final heat—Matt Downey, first; J. B. Coffey, second; Fred Ernst, third. Time, 12:03.2-5. Lap prize winner, A. W. McDonald (25).

Match Race, between Frank Kramer, of East Orange, N. J., and W. S. Fenn, of Bristol, Conn.—First heat (half mile, unpaced)—Won by Kramer. Time, 1:14.4-5. Second heat (one mile, paced)—Won by Kramer. Time, 2:06.3-5.

One Mile Handicap, Professional.—First heat—E. F. Root, Boston (60 yards), first; John Bedell, Lynbrook, L. I. (15 yards), second; Iver Lawson, Buffalo (scratch), third; George Schreiber, New York (75 yards), fourth. Time, 2:03.1-5. Second heat—Floyd McFarland, San Jose, Cal. (60 yards), first; Menus Bedell, Lynbrook, L. I. (75 yards), second; Floyd Krebs, Newark, N. J. (60 yards), third; W. R. Lee, New York (75 yards), fourth. Time, 2:19. Final heat—Iver Lawson (scratch), first; John Bedell (15 yards), second; Menus Bedell (75 yards), third; Floyd Krebs (60 yards), fourth. Time, 2:01.2-5.

One-Mile Handicap, Amateur.—Matt Downey, Boston (35 yards), first; J. B. Coffey, Boston (45 yards), second; A. W. McDonald, Boston (60 yards), third. Time, 2:06.1-5.

Goerke Has Mountain Fever.

Writing from Salt Lake City Oscar Goerke, the New York crack who quietly slipped out there, states that he is down with mountain fever. Goerke had only just begun to get into shape to show the Mormons what he really could do when he was taken ill.

THIEF BETRAYS "FENCE"

Stolen Machines Strangely Recovered and a Suspected Receiver Arrested.

"When thieves fall out, the honest man gets his due," was never better exemplified than in a case which F. A. Baker, of 20 Warren street, New York, was instrumental in bringing to light. Not long ago he received a letter from H. C. Rhodes, a cycle dealer, of Bayshore, Long Island, that a motorcycle had been stolen from there and requesting him to keep an eye out for it. A few days later Mr. Baker received a laboriously hand printed communication, informing him that if he would call at "Gabe & Ben's" in East Third street, and look in a back room there, he would find Indian Motorcycle No. 1019, which had been stolen on Long Island. The writer further indicated that the place was a "fence," and that several stolen bicycles would also be found in the back room of the place, finally signing himself "A Thief," with the same care to disguise his handwriting.

Uncertain whether the whole thing was a hoax or not, and suspecting from the number of the machine that it was a 1905 model, Mr. Baker telephoned the factory and ascertained that machines numbered over 1,000 had been sold in the fall of 1904.

As the last motorcycle shipped Rhodes was sent at that time, he thereupon wired Rhodes that he had a clue to the missing machine and to come on. Both went to police headquarters and escorted by a detective visited the Third street establishment. No one but a boyish looking individual, who said he was merely employed there, appeared about the place, and the trio had unlimited opportunity to search undisturbed. Rhodes did not know the number of the motorcycle, but identified it by some repairs he had made on it. It was taken to police headquarters and later to Bayshore.

It then appeared that the burglary had not been committed in Rhodes' place, but in the grocery of O. P. Oakley, of the same village, and that not alone a motorcycle but also a Cleveland wheel had been taken. Mr. Oakley was so bent on catching every one concerned when he was informed that the stolen goods had been tracked that he immediately requisitioned a deputy sheriff and came on to New York to clean out the Third street "fence."

With the aid of a representative of the local police the place was raided, and the proprietors, together with several wheels said to be stolen, were gathered in and taken to the Mulberry Street headquarters. Whether the "third degree" was applied to draw forth the facts does not appear, but the former occupant of the shop, who admitted that he was the "Ben" of the firm, said that a man named Klein had brought the motorcycle there and left it to be sold, while the Cleveland wheel, which had been

changed about somewhat in an attempt to disguise it, had also been left by the same individual for repairs. He knew nothing further of the mysterious "Klein." Oakley promptly identified the wheel as his own in spite of the changes that had been made in it, and as a result the "Ben" end of the fence is now taking a morbid view of life in general from the limited quarters afforded by a cell in the county jail at Riverhead, Long Island, while the thief himself still remains at large.

"It is evident," said Mr. Baker in commenting on the matter, "that the fellow who 'pinched' the stuff sent it there to be disposed of and didn't get a square deal, so he squealed."

Motorcycles Chase Mosquitos.

Members of the Culex and Anopheles tribes have found a new enemy in the gasoline motor. Like most discoveries of inestimable value to man, this was the result of chance, and its sponsor gladly donates the creation of his gray matter which succeeded in routing the swarms of high-noted flyers, to suffering humanity without further hope of reward.

This is how it came about. Evanston, Ill., otherwise known as a "high toned suburb" of the Windy City, was recently visited with a plague of mosquitoes, against which Chinese "punk" sticks, cigar smoke and the various "gooey" sweet smelling substances which the corner druggist takes man's good money for with the recommendation that "mosquitoes don't like it and will keep away," all proved in vain, and Evanston was compelled to retire at an early hour.

At the shop of Walton Ellithorpe, a member of the family that has figured prominently in the development of compressed air machinery, a number of men were working overtime. Several of them owned motorcycles, which they used in going to and from work. The war song of the invading host was so continuous that it was merely a waste of time for the men to attempt to go through the motions of working until one of them thought of his mount. He placed it on a well braced stand, started it and turned the lubricating oil feed on full. One or two of the others immediately "cottoned" to the idea, and arranged their machines to form a cordon round the workers.

The choking blue smoke and that "awful gasoline smell" poured through the shop in clouds, accompanied by the din of a rapid fire battery, and for a time it was a question which would succumb first, men or mosquitoes. But human endurance triumphed. The mosquitoes soon lost their voices, then their desire for blood, and finally gave up the fight, leaving the field in possession of the victors.

His Name a Misfit.

A London newspaper motorcyclist, euphonically named Sleep, has been fined \$10 and costs for scorching. His condition at the time of his arrest does not appear, but it must have been quite the opposite of his name.

ROUND-UP OF THIEVES

Conviction of Four Young Crooks Checks Epidemic of Thievery in Buffalo.

Buffalo, N. Y., seems to be having one of those epidemics of cycle thievery which battle the police for a time as many of the more startling crimes do not. The authorities of the lake city gathered four youths within the space of two days last week, and are quite sure that the epidemic has been effectually quelled for the time being.

The cleverest operator of them all, according to the police, was a fourteen-year-old lad, Joseph Nicinski by name, who, they say, had a regular route of operations which carried him with considerable frequency between Buffalo and West Seneca. His habit, for that was what it amounted to, was to "lift" a wheel in Buffalo, ride it to West Seneca, and having there disposed of it to a local dealer, borrow another from some unsuspecting citizen and ride it back. Of course, the borrowed machine was sold in Buffalo, and as soon as a new machine could be secured there, either by hook or by crook, the process would be repeated. He was finally held on a charge of petit larceny on the complaint of A. D. Houck, of No. 57 Sycamore street, whose bicycle was recovered in West Seneca.

John Clark, another young fellow, when fined \$25 by Judge Murphy, fainted in court and had to be carried out by detectives. He recovered soon afterward, however. Fred Graves, his pal, was sent to the Workhouse for sixty days, as it developed that he was an old offender. Clark, it seems, was a novice at the work and had been led into it by the other. The fourth to be convicted on a similar charge was John B. Reed, whom Detectives Hunt and Hearn had arrested for stealing four wheels. He pleaded guilty and was sentenced to thirty days' imprisonment.

How the Laugh Shifted

Frequent instances come to light where accidents on the stage have been so realistically carried out that they have ended fatally, to the infinite amusement of the audience, ignorant of the actual outcome. Something of a similar nature in which a bicycle was the moving cause happened recently. Riding down a steep grade, a cyclist collided forcibly with a local resident, injuring him to the extent of rendering him unconscious temporarily. The audience in this case was comprised of a quartet of ample proportions seated in a pony trap. Unaware that anyone had been hurt, the incident struck them all as very laughable, and in order to give full play to their feelings they leaned back to expand. The pony refusing to be lifted from the ground, the shafts broke and the trap turned turtle, depositing its weighty burden on the ground, to the infinite amusement of those who had just previously seen nothing to laugh at in the cycle accident. None of the ponderous fair ones were injured, but the pony trap was put out of commission for some time.

KRAMER WINS AND LOSES

Champion Defeats Fenn in Match But is Shut Out in Championship.

It was National Champion Kramer's bad night at the Vailsburg board track last Saturday, 19th inst. The East Orange rider was shut out in the semi-final heat of the championship, and could do no better than finish in fourth place in the two-mile handicap. After three postponed meets, and with unfavorable weather conditions, the meet was perhaps the most successful yet run. Over 5,000 people filled the grandstand and bleachers, notwithstanding the fact that the mercury in the thermometer flirted uncomfortably close to the 30-degree mark. Mr. Burnett, Kramer's manager, was the only man fortunate enough to have an overcoat, and it was lucky that he had, for the champion's defeat was enough to chill any of his admirers, much less his manager and backer.

But little did the immense crowd care for the chilling atmosphere, for the finishes were close and exciting enough to cause the blood to warm in even the half-educated "fan." Naturally the quarter-mile for points in the circuit championship was the feature. The surprise, and a great one it was, too, was the shutting out of Kramer in the second semi-final heat, in which the champion, Lawson, Dorlon and John Bedell started. Lawson led all the way, and successfully ward off the attempts of John Bedell to jump into the lead. Kramer evidently misjudged Lawson's ability as a sprinter, for when he did jump it was too late, and the East Orange rider was forced for once in his career to bring up the rear.

With the usual weeding out process over, Krebs, Lawson, Fenn and Bedell lined up for the final fight. Lawson's riding was a treat and a cure for sore eyes. By a magnificent sprint he beat Fenn out at the tape by inches, with John Bedell close up. It is Floyd Krebs's custom to protest unless he comes out on top, and naturally Saturday night was no exception. Krebs claimed that Lawson fouled him at the start, but as the referee could not see it in same light as did the German rider the protest was not sustained.

Fenn, the Bristol blacksmith, was the star in the two-mile handicap event, and, although Root and Fogler, from sixty and ninety yards, made a runaway in the last two laps, Fenn finished third from scratch, beating out Kramer. Lawson, the other scratch man, was shaken off in the final scramble, and was outside the money. The handicapper had placed the men with an eye to a record, but conditions did not work out just exactly as he had planned, and his desire was not realized. The time of 4:07 2-5 is about 9 seconds out of the way. He had placed MacFarland at 150 yards, with the idea that the elongated San Jose rider would catch the half men and keep them going. Mac

rode well for a while and reached the long markers, but could not hold out to the finish. Glasson led at the first mile, and coralled three lap prizes. Fenn and Kramer alternated in setting the pace among the scratch men, and did yeoman service for most of the journey. Lawson shot out at the start of the seventh lap, and John Bedell finished it by pulling the back group into the rear of the leaders on the last curve. While the scratch men were coming along in the rear of the bunch Joe Fogler made one of his sensational spurts to the front, and with Root sleigh riding, opened up a big lead. These two riders maintained their relative position until the stretch was reached, when Fogler being all in, Root shot ahead and took first money.

Honors in the amateur events were carried off by the riders wearing the New York Athletic Club colors. Edward Rupprecht, of Newark, rode a sensational race from scratch in the half-mile handicap, beating out L. J. Weintz, from 35 yards, who wears the red and black of the National Athletic Club of Brooklyn. The time was 1:00 flat. Adolph Schwenke, whose "skeletonlike" appearance is so noticeable, rode with a handicap of 35 yards, and finished third. Alfred Ashurst, 30 yards, crossed the tape fourth.

The New York Athletic Club trio demonstrated their staying abilities in the ten-mile open, and Sherwood crossed the tape first, with Rupprecht and Franks, in this order, close behind. Schwenke trailed Franks. The time was 24:38 2-5. The fight for lap prizes between L. J. Weintz, of the National Athletic Club, and Jacob Magin was exciting, the Brooklyn boy scoring fourteen to Magin's ten.

In the quarter-mile novice, Thomas J. Goff, an added starter, crossed the tape first, in 0:34 1-5, beating out W. McConnell, another post entry. George T. Jerome was third. The summaries:

Quarter-mile novice—First heat—Thomas J. Goff, first; W. McConnell, second. Time, 0:35. Second heat—J. Cobb, first; George Jerome, second. Time, 0:35 1-5. Final heat—T. J. Goff, first; W. McConnell, second; Geo. T. Jerome, third. Time, 0:34 1-5.

Quarter-mile open, professional; for points in National Circuit championship—First heat—W. S. Fenn, first; W. R. Lee, second. Time, 0:32. Second heat—Floyd Krebs, first; E. F. Root, second. Time, 0:42. Third heat—Iver Lawson, first; Oliver Dorlon, second. Time, 0:34 2-5. Fourth heat—Frank Kramer, first; John Bedell, second. Time, 0:32 2-5. First semi-final heat—Floyd Krebs, first; W. S. Fenn, second. Time, 0:32 1-5. Second semi-final heat—Iver Lawson, first; John Bedell, second. Time, 0:36 1-5. Final heat—Iver Lawson, first; W. S. Fenn, second; John Bedell, third; Floyd Krebs, fourth. Time, 0:31.

Half-mile handicap, amateur—First heat—A. Schwenke (35 yards), first; L. J. Weintz (35 yards), second; Jacob Magin (30 yards), third. Time, 1:04 4-5. Second heat—Edward Rupprecht (scratch), first; H. A. Davenport (65 yards), second; A. C. Spahn (30 yards), third. Time, 1:04 1-5. Third heat—Teddy

Billington (15 yards), first; Henry Van den Dries (30 yards), second; Alfred Ashurst (30 yards), third. Time, 1:00 4-5. Final heat—Edward Rupprecht (scratch), first; L. J. Weintz (35 yards), second; A. Schwenke (35 yards), third; Alfred Ashurst (30 yards), fourth. Time, 1:00.

Ten-mile open, amateur—Charles A. Sherwood, N. Y. A. C., first; Edward Rupprecht, N. Y. A. C., second; Charles Franks, N. Y. A. C., third; A. Schwenke, New York, fourth. Time, 24:38 2-5. Lap prize winner—L. J. Weintz, Nat. A. C. (14).

Two-mile handicap, professional—E. F. Root (60 yards), first; Joe Fogler (90 yards), second; W. S. Fenn (scratch), third; Frank Kramer (scratch), fourth. Time, 4:07 3-5.

By winning two straight half-mile heats from W. S. Fenn, of Bristol, Conn., at Vailsburg Tuesday night, 22d inst., National Champion Frank Kramer, of East Orange, N. J., clearly demonstrated his superiority in match racing. Recent setbacks administered to Kramer in the circuit races had served to create an interest in Tuesday night's match, as it had been proven that the champion is by no means invincible. Fenn has figured in these defeats doled out to Kramer, and on two occasions within a week the Bristol rider has shown the way over the tape to the Jerseyman. All this had served to make Fenn an equal choice in the match, although the odds were somewhat in Kramer's favor, as Fenn was stiff from the fall he had received in Madison Square Garden the night before.

Kramer drew the pole in the first heat, and they jockeyed for position, moving off the tape at much less than a snail's pace. The men jockeyed along the first turn and backstretch, with Fenn leading and Kramer slowly trailing. On the curve at the beginning of the second turn Fenn rode straight up the bank, and by a clever balancing feat that would have done credit to one of Barnum & Bailey's "unparalleled" came to a full stop. Kramer was unable to duplicate the trick and was compelled to go ahead. In front of the grandstand Kramer rode high and cranked his wheel, but Fenn did likewise, and so Kramer still had to lead the way. On the backstretch of the second lap the men started to unwind, and at the eighth pole Fenn drew up to the champion's pedal. In this position they shot around the far bend and into the stretch. Straightening out for the tape, Kramer made a jump and took the lead by a length. Although Fenn made several desperate efforts to close the gap the champion's pace was too fast for him, and Kramer led across the tape by a clear length.

There was no jockeying in the second heat, and Fenn, who had the pole, straightway took the lead. Their speed did not beat that of the Pennsylvania Limited, and Kramer and Fenn continued at an easy gait. Kramer brought his wheel up even with Fenn's at the last curve, and as the riders rounded the turn into the stretch, neck and neck, the entire ensemble jumped to their feet and

cheered. Kramer was strong with his jump, and it carried him over the tape three inches ahead of Fenn.

Fourteen started in the two-mile professional handicap. Iver Lawson was alone on scratch, and the nearest men to him were John Bedell and Eddie Root, at thirty yards. Floyd McFarland had a ninety-yard allowance, and the others were strung out up to 240 yards, where Anselene Mazan, of France, the six-day rider, had the limit. John Bedell and Root were announced to team, as were Floyd Krebs and W. R. Lee. McFarland fell back to wait for the scratch men, while Root and John Bedell, working as partners, had the advantage of starting from the same mark, and cut out a merry pace. They passed each other alternately and soon overtook the limit men. In the fifth lap, coming, the entire field was bunched. Root and Bedell worked into the lead in the seventh lap, and then by the execution of some very efficient team work landed Bedell the winner of the race. At the bell Root was leading, with John on his wheel, while Lee and Lawson held third and fourth positions, respectively, a trifle to the outside. With Root setting a hot pace, the bunch raced around to the last turn. Here Lawson made his effort to go around, and got as far as John Bedell's rear wheel, as the latter sprinted by Root into the homestretch. Instantly McFarland shot through on the pole, and, with unlimited reserve speed, made a bid for the lead. On the men swept like a three-horse team, but neither Lawson nor McFarland could get beyond Bedell's pedals. With one on either side, the Long Island farm boy held his advantage, and the three riders crossed the tape so closely bunched that a blanket would have more than covered them. John Bedell led Lawson by a half wheel, and the latter showed ahead of McFarland by a few inches. Lee came along fourth, a couple of lengths behind.

The invading group of amateurs, consisting of George Wiley, of Syracuse, and the three Bostonians, Matt Downey, J. B. Coffey and A. W. McDonald, who are down here with the announced intention of taking the measure of the New York and Newark group, fared very poorly in the night's result. Downey was the only one to get placed, and his best was a third in the handicap. Outside of Teddy Billington's spectacular runaway in the final of the half-mile open, Rupprecht and Ernst divided the honors among the simon-pures. They rode almost dead heats on each occasion, Rupprecht taking the first duel and Ernst the second. In pulling off his coup Billington stole clear around the bunch on the backstretch of the first lap while the others were loafing, and before they took up the chase he had a lead of a quarter of a lap. He kept plugging along, and, although he finished a very tired boy, his ruse was successful. Ernst led Rupprecht into the straight, but the Newarker did some fast sprinting and outrode the Rochester crack at the tape and took second place. L. J. Weintz, of Brooklyn, was fourth.

Twenty-six aspiring amateurs started in the five-mile handicap. At the seventh lap the whole group was bunched, and they made a pretty kaleidoscopic effect while encircling the track in a group for the remaining thirteen laps. Rupprecht, Ernst and Franks were the scratch men. On the first turn of the last lap Franks was thrown by Zanes cutting through an opening in front of him and tearing several spokes out of Franks's wheel. At the eighth pole Ernst shot to the front and Rupprecht trailed him. Down the stretch the two struggled, and, though Rupprecht gained some, Ernst reached the tape first with six inches to spare. Downey was third and L. J. Wentz finished fourth. The summaries:

Quarter-mile novice—Harry Meyer, first; Morris Sayre, second; Charles Frey, third. Time, 0:34 1-5.

Half-mile open, amateur—First heat—Teddy Billington, first; T. J. Furman, second. Time, 1:24 1-5. Second heat—Fred Ernst, first; L. J. Weintz, second. Time, 1:16 2-5. Third heat—A. W. McDonald, first; Alfred Ashurst, second. Time, 1:09 4-5. Fourth heat—Edward Rupprecht, first; Geo. Wiley, second. Time, 1:10. Final heat—Teddy Billington, first; Edward Rupprecht, second; Fred Ernst, third; L. J. Weintz, fourth. Time, 1:09 2-5.

Two-mile handicap, professional—John Bedell (30 yards), first; Iver Lawson (scratch), second; Floyd MacFarland (90 yards), third; W. R. Lee (150 yards), fourth. Time, 4:12 4-5.

Five-mile handicap, amateur—Fred Ernst (scratch), first; Edward Rupprecht (scratch), second; Matt Downey (50 yards), third; L. J. Weintz (150 yards), fourth. Time, 11:57 4-5.

Half-mile match between Frank Kramer, of East Orange, N. J., and W. S. Fenn, of Bristol, Conn.—First heat won by Kramer. Time, 3:06. Second heat won by Kramer. Time, 1:50.

Close Finishes at Ogden.

Several thousand people witnessed a good card of events at the Ogden (Utah) course Thursday night, 17th inst. All the finishes were close and exciting, and the events well filled. The feature was the half-mile match race between C. L. Hollister, of Springfield, Mass., and James Bowler, of Chicago, both of whom have attracted attention by their records on the two Utah saucers. Hollister finished first in both heats, although he only led the Chicago benedict across the tape in each heat by half a wheel's length. The first heat was ridden in 58 4-5 seconds, and the second in 1 minute 2 1-5 seconds.

The two-mile open for professionals resulted in a blanket finish, it being difficult to pick the first rider to cross the tape. C. L. Hollister was given the decision, with Samuelson second. Hardy Downing, of San Jose, Cal., finished third, and Iver Redman, of Buffalo, fourth. Bowler, of Chicago, did the donkey work, and placed six laps to his credit, while Walter Bardgett, of Buffalo, was second with four.

Carl P. Redman overhauled Fred West at 2 miles 6 laps in the unlimited pursuit, riding the distance in 5:54 4-5.

W. Demara, of San Francisco, unwound a sprint in the bell lap of the quarter mile open that carried him over the line several lengths ahead of J. B. Hume. The time was 30 seconds. Summaries:—

Half-mile match, between James B. Bowler, of Chicago, and C. L. Hollister, of Springfield, Mass.—First heat—Won by Hollister. Time, 0:58 4-5. Second heat—Won by Hollister. Time, 1:02 1-5.

One-mile motorcycle exhibition.—T. M. Samuelson. Time, 1:08 4-5.

Quarter-mile open, amateur.—W. Demara, San Francisco, first; J. B. Hume, Ogden, second; Fred Castro, San Jose, third; J. McCormack, San Jose, fourth. Time, 0:30.

Unlimited pursuit, amateur.—Carl P. Redman, Salt Lake, first; F. G. West, San Francisco, second; J. B. Hume, Ogden, third. Distance, 2 miles 6 laps. Time, 5:54 4-5.

Two-mile open, professional.—C. L. Hollister, Springfield, first; W. E. Samuelson, Salt Lake, second; Hardy Downing, San Jose, third; Iver Redman, Salt Lake, fourth; Saxon Williams, Buffalo, fifth. Time not given. Lap prize winners—Burris (3), Bardgett (4), Samuelson (2), Bowler (6).

Van Dorn Trims "Japanese Champion."

F. H. Van Dorn, riding on a three-quarter horsepower with 2 minutes 30 seconds handicap, finished first in the five-mile handicap event at Elkwood Park, Long Branch, Tuesday, 22d inst. N. Y. Satake, whom the officials took it upon themselves to announce as the Japanese champion, had two minutes' grace, and came in second. He rode a Clement. J. Paul Bruyere, of Passaic, N. J., former mile record holder, on a five-horsepower Curtiss, rode from scratch, but dropped out. Time, 8:08 4-5. Bruyere, however, started from scratch in the five-mile event on Saturday afternoon, 19th inst., and finished first, although R. H. Bonner, 1½-horsepower Indian, and F. H. Van Dorn, 1½-horsepower Indian, each riding with a handicap of one minute, gave him a hard tussle for the honor. Bonner crossed the tape second. Time, 6:51.

Amateur Championships Allotted.

Dates have been decided upon for the amateur championships allotted to Vailsburg and Madison Square Garden tracks. The result has been to lay out a busy week for the amateurs, extending from August 28 to Labor Day, September 4, inclusive. During this period five events for the title will be run off. The object of crowding them all into one week is to enable the Boston squad of amateurs to ride in all, requiring a minimum of expenditure. The dates, distances and places at which the race are to be held are: August 28, half-mile Madison Square Garden; September 2, one mile, Vailsburg; September 4, twenty-five miles, Vailsburg. The third of a mile and two-mile events will be held at Boston, though the dates have not yet been set.

PRINCE BOBS UP AGAIN

He Intends to Settle in Atlanta with Walthour as His Partner.

Wearing his usual smile and resplendent in a brand new suit of clothes and a gorgeous red necktie, the irrepressible Jack Prince was wafted into the Bicycling World office by the north breezes one afternoon this week. After seating himself in the easiest chair in the office Prince began to talk.

"I am leaving to-night for Atlanta, Ga.," said the promoter, "and I am going to settle down there. Honest. I have bought an interest in a local concern, and I am going to live there. Bobby Walthour will soon be back from abroad, and he and I are going to build an indoor track in Atlanta and hold race meets there all winter. All the six-day pluggers are coming down there to train, and I expect to draw good crowds.

"No, I am not going to organize a circuit again this winter. The Atlanta track will occupy my time. Besides, the circuit last winter did not pay me very well," he added with a smile, and his weather eye winked just a little.

"Did you hear about Harry Caldwell's little coup up in New Hampshire? No? Well, they said I was mixed up in it, but that was a mistake, a sad mistake.

"Well, Harry has not been doing very well this year owing to sickness, and he thought he would like to make a little extra money. He thought Nashua, N. H., a good place to draw crowds to a bicycle race meet, so he got me to bill the town. Last Saturday was the date, and Caldwell sat in the box office selling tickets. There was a good card of events, but evidently the 'piners' in Nashua hated like sin to pay 50 cents to see bicycle races, for at 3 o'clock Caldwell had only taken in \$15.

"Then he walked to the track to view the situation, and instead of finding only thirty people in the grandstand he found it crowded. Everybody had come over the fence. That disgusted Harry, and he slipped away with his motorcycle and came down to Boston by the next train, bringing the fifteen 'bucks' with him. I expect those people who paid 50 cents for a seat are still waiting for Caldwell.

"What do I think of the outlook for the game? I never saw it better. Everywhere I go the people are taking to the bicycle. It certainly reminds me of the good old days."

Having thus relieved himself Prince, after taking the last copy of an English cycling paper while no one was looking, departed for the South.

Motor Tricycle for Linemen.

One of the greatest difficulties with which the country telephone companies have had to cope has been the great delay and consequent loss of time to the service necessary in getting the linemen to the scene of a break-

down. Usually horses and wagons have been used, and the loss of time and money has frequently mounted up enormously in consequence. The use of bicycles for the purpose was at one time suggested, but it was found that the equipment was too heavy, the men becoming too much exhausted as a result of the work of getting to the break to be able to do good work afterward. Garrison Babcock, manager of the Albion Home Telephone Company, of Laburnum Crescent, N. Y., has brought out what he conceives to be a key to the solution of the difficulty in the shape of a motor tricycle, which he has designed with especial reference to the work, and which is provided with means of carrying the regular equipment of the men, and which it is thought will enable them to get about with much greater facility than has been possible up to the present time. A trial machine is under test at the present time, and is said to be giving good results.

Schedule of the C. R. C. of A.

The tours and race committee of the New Jersey division of the Century Road Club of America has made the following schedule for the remainder of the season: August 27, Valley Stream, 11 a. m., 40 miles; September 3 and 4, two days' trip to Philadelphia, 6 a. m. Sunday, September 3; September 10, Staten Island, 12 noon, 25 miles; September 17, New York division, record race, 6:30 a. m.; September 24, Coney Island for annual bath, 12 noon, 28 miles; September 26, regular monthly meeting, 8:30 p. m.; October 1, "Carnival of Sports," Staten Island, 11 a. m.—championship baseball game between New York and New Jersey divisions; October 8, New York division, 50-mile half-century run, 7:30 a. m.; October 15, New Jersey division, pleasure trip to Tuxedo Park, 75 miles, ten-mile race for handsome prizes; souvenir medals to all survivors; October 22, blind run, 12 noon; October 24, regular monthly meeting, 8:30 p. m.; October 29, Branch Brook Park, Eagle Rock, 10 a. m., 25 miles; November 30, 50-mile road race. All runs start from McCormick's, corner Mercer and Monmouth streets, Jersey City.

Why Martin Used the Shears.

There was trouble in the stable of Oliver H. P. Belmont at Hempstead, L. I., on Monday, the 21st, because some one put a dead rat into the tool bag of Wm. Elliot's bicycle. William thought it must have been done by Patrick Martin, and consequently stabbed him in the neck with a pair of shears. The victim, who is not French, is said to be out of danger, since he has been taken to the hospital, and his assailant, who is, has been arrested.

To Make Bicycle Path a Road.

Members of the Peoria Automobile Club have opened negotiations with the village board of Peoria Heights in an effort to have the old bicycle cinder path on the road running through the Narrows broadened to the full width of the road. President B. H. Onken has been appointed to undertake the mission.

MUST DISPLAY LIGHTS

Law to be Strictly Enforced in Hartford by Chief Cop Gunn.

Hartford's (Conn.) Chief of Police, who bears the significant appellation of Gunn, has just placed himself on record as being of the opinion that the statutes of that State and the ordinances of its capital city regarding the use of the bicycle have been allowed to moulder long enough, and henceforth his lieutenants are on the warpath for offenders. But he is considerate and does not intend to take them unawares, so that public warning is being given through the newspapers. His determination is the outcome of several complaints made by elderly people of their having frequently escaped a violent death, or what is equally bad, having been "almost scared" into that comatose condition, by bicycle and motorcycle riders whose machines were sans either light or bell.

Section 2,063 of the Connecticut State laws, which relates to the bicycle and kindred vehicles, is as follows:

"All rubber-tired vehicles while in use in the streets . . . shall show from one hour after sunset until one hour before sunrise a light or lights so placed as to be seen from the front. . . . Such lights shall be of sufficient illuminating power to be visible at a distance of 200 feet. (Violators of this rule) . . . shall be fined not more than \$5. The court before which the accused is tried may suspend judgment or remit the penalty provided whenever the circumstances may warrant such action. Any rider or driver of such a vehicle whose light has become extinguished and cannot be relighted, or who is necessarily absent from home without a light, may proceed to his destination, provided he travels at a pace not exceeding six miles an hour and gives an audible signal as often as 500 feet are passed over."

Section 2,064 provides special bail for such violators of these laws. It says: "Any person arrested for the violation of any of the provisions of section 2,063 may tender at the time of his arrest or at any time before his trial either \$5 or his rubber-tired vehicle as security for his appearance in court. In case the person arrested shall fail to appear in court . . . such security shall be forfeited.

Section 2,063 provides a large loophole which almost any inventive person could crawl through to safety. Chief Gunn says, however, in doubtful cases the court will have to decide as to excuses. The chief's order was read to the squads yesterday and the patrolman immediately began warning riders. It will be noticed that rubber-tired carriages and motorcycles are included under the head of rubber-tired vehicles.

"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 154 Nassau Street, New York.

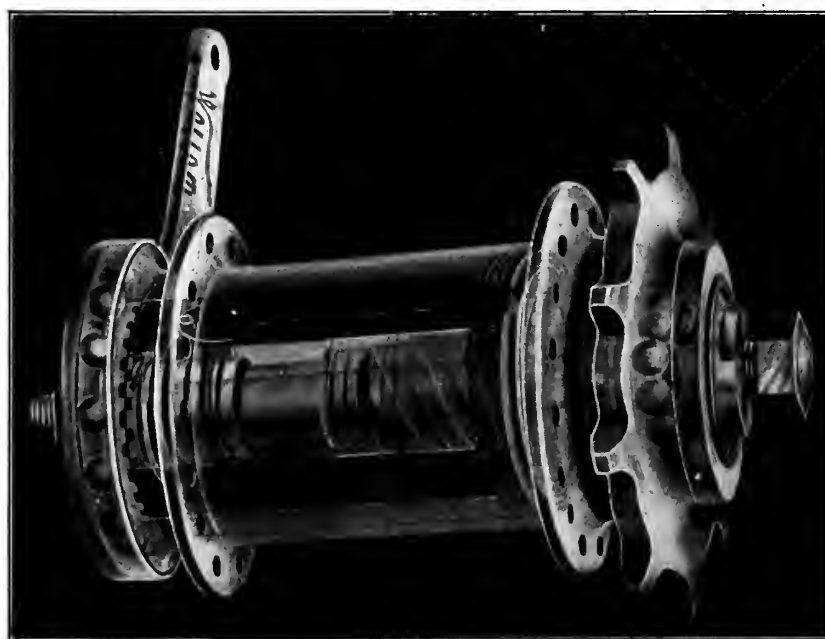
IT'S ALMOST HERE:

The time when the Coaster Brake will be a part of the regular equipment of every bicycle.

NEXT YEAR

will see a big stride in that direction and the wise manufacturers will prepare to get in line now. With the

MORROW



he will run no risk. So wonderfully satisfactory was the 1905 model that it will undergo no change for 1906. It is now as reliable as any other part of the bicycle and more reliable than some of them. A record of not \$1 for replacements this season proves it.

ECLIPSE MACHINE CO., = Elmira, N. Y.

GOSSIP OF THE TRACK

Odds and Ends of News About the Men
who Figure on the Saucer.

There is a four-point difference in the gear of the machines ridden by the three acknowledged aspirants for National Circuit championship honors this year. Frank Kramer rides a Pierce geared up to 96, and W. S. Fenn's Reading Standard is geared four points higher. Iver Lawson is riding a Canadian wheel—a Massey-Harris—geared to 92.

Apropos of this it is interesting to note the favorite mounts of the professional riders. Out of a bunch of fifteen riders, selected indiscriminately, six of them ride Reading Standards, four Tribunes, three Columbias, two Pierces. Most of the amateur riders are using the Pierce. The favorite gear is 96.

In the struggle for championship honors Frank Kramer leads with 17 points, W. S. Fenn has 14 points to his credit, while Iver Lawson is only 1 point behind Fenn. John Bedell's total is 6, while Oliver Dorlon, Joe Fogler, Floyd McFarland, Floyd Krebs and E. F. Root each have 1 point.

Since Menus Bedell made such a creditable showing in his motor-paced race against Louis Mettling, his friends say they stand ready to back him against any pace follower in the country for \$1,000 a side. It is likely a match will be arranged with Bobby Walthour upon the latter's return to this country.

Out Salt Lake way W. E. Samuelson seems to be the particular star of the "pro" coterie. He has broken most of the short distance records this year. S. H. Wilcox and J. B. Hume share honors in the amateur class, each having won about the same amount in prizes, and each has taken a few seconds out of records.

Kramer's new sweater is attracting attention among the fans. It is made of red silk and has the American flag embroidered on the front. The quarter sleeves are red and white stripes. It was presented to him in Italy. It is a significant fact that when Kramer has worn the suit the American flag has not trailed in the dust.

An amusing incident occurred at one of the Garden meets recently. In one of the heats of the novice race two riders, glorying in the surname of Jerome and Canfield, straddled their wheels for the fight. The daily newspaper reporters missed their cue for a "tip-off," for the usual order was reversed, Canfield chasing Jerome around the wooden bowl.

If the management of the Madison Square Garden meets would offer lap prizes in the professional handicap events a larger field would appear and the races would be far more interesting to the spectators. There are a lot of second raters who claim that it is not worth their while to ride in the handicap

events unless something of an inducement in the way of lap prizes is offered. This is done at Vailsburg, but not in New York.

Notable among the absentees at Vailsburg Tuesday night were Oliver Dorlon and Joe Fogler. The latter is said to have fractured three ribs in the spill at the Garden Thursday night and Dorlon hurt his thigh. Floyd McFarland was the only rider to come through unscathed. Floyd Krebs, of Newark, was directly responsible for the tumble, and the riders aver that if Krebs does not stop riding so recklessly there will be "something doing" not down on the program.

Already some of the riders are beginning to make plans for the six-day race. Arthur Mitchell, of New Orleans, and W. S. Fenn

and Coffey, have come down from Boston to do things, as has George Wiley, the diminutive messenger boy from Syracuse. Zanes, Kluczek, Vanden Dries, Ashurst and Magin are all riding well.

Unless a rider is an exception, it is a difficult matter for him to land many prizes at the tracks; by that is meant a stranger. Arthur Mitchell, of New Orleans, found this out, but the clean cut Southerner does not seem to care. He pulled stakes at Vailsburg this week and left for Texas. The Mission City Wheelmen, of San Antonio, Tex., are making a laudable effort to revive cycle racing in the South, and Mitchell has signed with them for the winter, the contract dating from September.

Perhaps the most interesting character at the training camp at Vailsburg is Worthington L. Mitten, who has just come on from Davenport, Ia., and styles himself the county fair champion. Mitten's peculiar Western drawl is the delight of the riders, and he is the butt of many jokes. This is Mitten's first trip East, and naturally he is learning many new things. For instance, the other day he went into a Newark store and had to pay \$8 for a pair of tires and \$3 for a pair of handlebars. Later he discovered that several riders were smoking fragrant Havanas at his expense. Monday night, when the bunch came over to New York from Newark, Mitten had neglected to take down his wheel. The passenger coaches were crowded, but at the earnest solicitation of his "friends" the Davenport sprinter boarded the car with his machine. The conductor held the train fifteen minutes while Mitten transferred his mount to the baggage car. Mitten has the making of a good rider and he may cause the bunch to open their optics before the season is over.

Planning a Larger Clubhouse.

At a meeting of the Bay View Wheelmen, of Newark, held on August 17, a lively discussion of the question of building an addition to the clubhouse took place, resulting finally in the turning over of the proposition to an architect for the purpose of obtaining an estimate.

It seems that the matter had come up for discussion at the meeting of the directors, which had been held on Tuesday, and had been received with considerable enthusiasm. At the regular meeting it was brought up for general discussion among the members. The plan is to erect a large hall to be used as a gymnasium, fitted up in the most approved style. The boilers would be shifted to the basement, where would be installed, in addition, an electric lighting plant. The space now occupied by the boiler room could then be used in enlarging the bowling alleys. The present wheel room, too, would probably be shifted over into the new building, and the room thus gained could be used for the accommodation of the onlookers at the club's bowling games.



NEW YORK BRANCH 214-216 WEST 47TH ST.

will probably make one team, the Bedell brothers will go together again, and Oliver Dorlon and E. F. Root, winners of last year's contest, may team again this year, while Joe Rockowitz and Sam Sulkin will probably constitute the Hebrew team. Joe Fogler has not decided who will be his partner.

It is said that C. B. Bloemecke, owner of the Vailsburg board track, will build a track at New Orleans this winter. Jack Prince and Bobby Walthour have formed a partnership and will build an indoor track at Atlanta, Ga. In the West the San Francisco A. C. has announced its intention of erecting an indoor board track and with Harry Heagren's new saucer, now under construction at Los Angeles, the riders ought to be able to prosper.

There are two or three amateurs who, if Ernst, Sherwood, Rupprecht and Franks do not watch closely, may lower the colors of the N. Y. A. C. Teddy Billington has worked into his old form again, as was evidenced at Vailsburg, when he made a runaway of the two mile open. Matt Downey, MacDonald

PLATINUM GROWING SCARCE

It Enters into a Small but Important Detail of Motorcycle Construction

How many experienced motorcyclists could offhand answer the query as to the most diminutive part of their machines. Probably very few would come within striking distance without the necessity of several random guesses, and yet it is one of the first places that the unfortunate starts to look for the cause of his stoppage—the platinum contacts of the vibrator. So far as weight goes, there are but a few grains of the precious metal, not so much in avoirdupois as the mud that adheres to the rims after a ride of a city block.

But its importance is very decidedly in inverse proportion to its size, for without it stops to clean the vibrator contacts would be frequent, and the necessity for battery renewals would further be an item of more importance, for the life of the cells would be shortened. Platinum is the one metal that has been thus far discovered that will not oxidize or corrode either through exposure to the atmosphere or under the influence of the electric arc, and which has at the same time sufficient durability to permit of its most valuable advantage being put to commercial use, for gold also possesses the first but lacks the other attributes.

In 1875 platinum was worth \$45 a pound; five years later its value had just about doubled. In 1901 it reached \$235, and in 1904 \$300 per pound. The cause of this great advance in price in the course of little more than a quarter century is not difficult to understand. It may be summed up in the constant discovery of new uses in which no other substance is available, and the fact that the supply has never kept pace with the demand. Probably the incandescent lamp is responsible for a very large share, if not the largest single item, in the call for this metal, as nothing has been found to take its place for connecting the filament with the lamp terminals. Though the amount does not

exceed a few grains—two three-quarter-inch pieces of the size of a horse hair—spent lamps are worth two to three cents each solely on this account. It is present on every telegraph instrument and many telephones in the same capacity that it appears on the motorcycle—wherever electrical contacts of this nature are necessary it is indispensable. For the electrolysis of water and in a thousand and one other capacities it plays a similar important role, so that the fact that it is more expensive than gold is not to be wondered at.

It was discovered as far back as 1735 by the silver miners in the mountains of Colombia, who gave it the name of "little silver" (platina). The Spanish government ordered that it should be thrown into the river as fast as it was extracted, owing to the fact that it is of the same weight as gold and might fall into hands that would pass it off as such. Its industrial value being unknown at the time, it was considered worthless. In fact, about thirty years ago a band of counterfeiters flooded the French market with gold plated imitations of gold Napoleons made of platinum. Their profit was said to have been about \$1.50 on each coin, but at the present prevailing price they would be considerably out of pocket by the transaction.

Instead of decreasing the price of platinum continues to advance, and there is but little prospect of any change in the near or remote future for that matter. The entire annual production in all parts of the world does not exceed 14,000 pounds, and in place of increasing the opposite is true. The mines of Colombia, California, Canada and New South Wales show a constantly decreasing production, and, barring miracles, their complete exhaustion cannot be very far off. The beds in Borneo, which for a long time maintained an annual production of about 500 pounds, are practically worked out. There are many mines in the Ural range which have already been abandoned. The latter were for a long period credited with supplying at least half the entire world's output, but they are now beginning to show signs of weakness.

It is apparent from this that the day is not far off when the demand will still exist,

doubtless to a far greater extent, but there will be no supply at all—the known mines throughout the world will have been exhausted. Prospectors and others who seek a fortune by digging the earth for gold could not do better than to discover a bed of platinum. Unless this occurs the scientist will evidently have to cross the precious metal off his list and dispense with its services. But necessity, as always, will indicate something, which, if not equally available, may serve the same purpose, and many who realize this are already investigating the matter of finding a substitute. It is said that nickel steel of certain qualities, in which the coefficient of expansion is equivalent to that of glass, form working substitutes, at least for the manufacture of incandescent lamps. Doubtless something will be discovered in the fullness of time, and probably before one or the other occurs the ignition of the internal combustion engine may have assumed a form that is entirely independent of this material.

Preparing Alcohol for Motors.

Alcohol is denatured according to the purpose to which it is to be put in order that the substance employed shall not destroy nor detract from its value. For use as a motor fuel, the only requisite is that the denaturing agent shall be volatile and combustible and both the substances and proportions employed vary considerably.

In France, alcohol is treated by the addition of 10 per cent. of methylene containing 0.5 per cent. of heavy benzine of dark color and unpleasant odor—a method which diminishes calorific value and increases the fouling of cylinders and valves. Italian motor alcohol, containing about 1 per cent. of benzol, is treated with 8.5 per cent. of pyridine, and for the sake of distinction the spirit is colored violet with aniline dye. Swiss alcohol contains 5 per cent. of methylene, 0.33 per cent. of pyridine, and 2.2 per cent. of oil of acetone, which gives a very disagreeable odor, and an opalescent yellow coloring. In Austria alcohol containing at least 2.5 per cent. of benzol or mineral hydrocarbon, is denatured with only 0.5 per cent. of methylene and a trace of pyridine, and is colored violet. In Germany motor alcohol, containing a minimum of 2 per cent. of benzol, is denatured with 1 per cent. of methylene and a small quantity of pyridine. It is colored violet, but not so deeply as in Austrian practice.



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is limited, and if you want us to make you a present of one of these handsome signs you should act at once.

One "Brass Sign" certificate is enclosed with each dozen 4 ounce tubes of NEVERLEAK. Save your certificates and when you have 12 mail them to us and we will send you a highly polished, hand-engraved, 12 by 15 inch Solid Brass Sign, absolutely free of charge.

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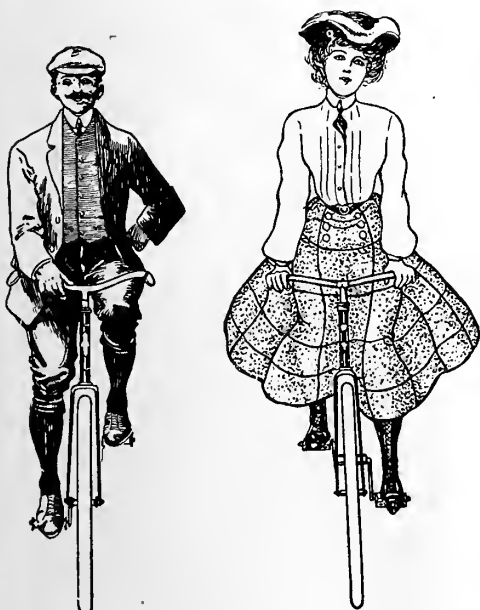
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then appeal to reason, is given as the basis of all good advertising.

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THERE IS NOTHING SO GOOD AS PICTURES.

These illustrations were designed specially for the use of cycle dealers.



No. 1.

No. 2.



No. 3.

Electrotypes—This size, each, - 35 cents
Two inches high; - 25 cents.

ORDER BY NUMBERS.

THE BICYCLING WORLD COMPANY

94-96 Tribune Bldg., New York.

Emergency Fuel for Motorcycles.

When the supply of gasoline runs low, and there seems to be no immediate hope of having opportunity to replenish it, it is well to remember that the motor can be made to run very well on a mixture of kerosene and gasoline, some of them on kerosene alone. The only precaution which it is necessary to observe is that of starting on the gasoline, and keeping the motor hot all the time while the mixed fuel is in use, as otherwise there will not be sufficient heat to vaporize the heavier oil and a stall will be inevitable. In case of dire necessity it is even possible to run on kerosene alone, but results will not be very satisfactory under such circumstances, unless the machine is kept sizzling hot.

Opposing the Use of Horns.

Abroad a campaign against the use of horns on bicycles is being waged. Apart from the nuisance caused by the constant hooting, it is pointed out that the practice often leads to confusion in the traffic, as when one expects a motor car to come along and makes preparations for it, a little bicycle, often ridden by some urchin, appears. The horn, it is contended, should be the distinctive sign of the motor car or motorcycle, and the bell that of the foot driven cycle. There may be something in this contention.

Novel Motorcycle Contest.

The English Motorcycle Club recently held a twenty-four-hour road trial on rather novel lines. Twelve routes of thirty-six miles, radiating from a common centre, were laid out, and the competitors allowed two hours in which to cover each route, a total of 432 miles in the twenty-four hours. Three of twenty starters covered each route in the allotted time and completed the full distance.

Soap as a Substitute for Grease.

Soap is a very good substitute for grease when the latter is not available. As a lubricant for chains and other loosely fitted parts it works fully as well as the best lubricant on the market, and has, besides, the saving grace of cheapness. A little chunk of it carried in the tool bag may be found useful in more ways than one, and should never be left behind when a long ride is in view.

Why Morocco has Few Cyclists.

In Morocco, notwithstanding the Sultan's early affection for cycling, there is no demand for bicycles, because of the lack of roads in the first place, and the insecurity of the country in the second. A foreign resident of Tangier confesses that his own bicycle, after fifteen months, is still in the crate in which he took it out.

Panama Plans Road Improvement.

Because Panama has made an appropriation for road improvement, one of the foreign consuls there thinks that when the improvement comes to pass "cycling will become popular."

AS USUAL, THE INDIAN'S RECORD

in all the events run in conjunction with

F. A. M. Annual Meet

was a

CONSISTENT RECORD.

In the

Endurance Contest

15 Indians started, including one tri-car.

13 Indians finished, including the tri-car.

10 Indians earned perfect scores.

(More than twice as many as any other two makes combined)

2 Indians only failed to finish and they were disabled by accidents.

In the

Hill Climbing Contest

Indians finished one, two, three

in the event for single cylinder stock machines.

In the

Skill Contest

Indians were again 1st, 2nd and 3rd.

In the

One Pint Economy Test

The Indian won with a record of 30 miles

1191 yds., and the tri-car, carrying

two passengers, finished fifth,

beating out seven

singles.

In the

Despatch Race

Indians were first and second.

How can any thinking man who judges by results, select other than an Indian?

HENDEE MFG. CO.

Springfield, Mass.

WANTS AND FOR SALE.

15 cents per line of seven words, cash with order.

INDIAN Motorcycles, grip controls, compensating sprockets, \$125, \$140, \$150; 1904 Rambler, new, spring fork, \$175; Mitchell, 4 h. p., \$90. Batteries and parts for Indian, Rambler, Warwick Motorcycles. We make a specialty of rebushing engines and reboring cylinders. **F. A. BAKER & CO.**, 1080-S2 Bedford Ave., Brooklyn; 20 Warren St., New York.

WANTED—Second-hand Indian Motorcycles;

I also want the trade of motorcyclists everywhere for supplies, ammeters, hydrometers, stands, spark plugs, belt hooks, chain links, batteries and everything else. **F. B. WIDMAYER**, Motorcyclists Supply House, 2312 Broadway, New York.

MOTORCYCLE—Curtiss 5 h. p. double cylinder; grip control; used very little; a bargain, **L. W. S.**, P. O. box 176, Nyack, N. Y.

FOR EXCHANGE—One 1905 Marsh motorcycle for Orient Buckboard, and pay difference. Address **A. R. LEONHARDT**, Lowell, N. C.

FOR SALE—Companion bicycle, cost \$250, built for two, seats side by side, with two wheels, rides easy. New Morgan & Wright tires; \$25. **WILLIAM McDUGALD**, 357 N. State St., Chicago, Ill.

MOTORCYCLE—Indian 1905 model; brand new, just come from the factory, two months old, has not been run 200 miles; best of condition; will sell for \$175 cash; good reason for selling. **THE HATFIELD & PALMER CO.**, Washington, D. C.

MOTORCYCLE BARGAINS—1 Indian, 1904, \$125; 1 Rambler, 1904, \$125; 1 Rambler, new, shop worn, \$150; 1 Merkel, \$75. A complete stock of Indian and Rambler parts on hand. Reliable repairing by competent mechanics on all makes of machines. **TIGER CYCLE WORKS**, 782 Eighth Ave., New York.

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Light and Heavy
Metal Stamping
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HIGH-GRADE LEADERS.

Fowler-Manson-Sherman Cycle Mfg. Co.,
45-47 Fulton Street, Chicago.

Write for terms.

The Week's Patents.

796,723. Carburetter. **Peter C. Hewitt**, New York, N. Y. Filed April 9, 1904. Serial No. 202,285.

Claim.—1. The combination with a valve-casing having a port, a valve controlling said port and arranged to be opened by the pressure of the fluid passing through it, and a spring arranged to resist the opening of the valve, of a movable weighted member being in a state of equilibrium in all positions to which moved by the valve, and arranged to cause by its inertia a retardation to the movement of the valve.

796,871. Ball Bearing. **Ernst Sachs**,

Schweinfurt, Germany. Filed March 3, 1904. Renewed July 12, 1905. Serial No. 269,438.

Claim.—1. A ball bearing, in which a series of balls are held in confronting annular ball races, having a passage for introducing the balls thereto which is oblique to the ball races.

2. A ball bearing, in which a series of balls are held in confronting annular ball races, having a lateral passage for introducing the balls thereto which is oblique to the ball races.

796,894. Tire and Rim. **Joseph Butler**, Altrincham, England. Filed January 10, 1905. Serial No. 240,436.

Claim.—1. In combination in a pneumatic tire, a pneumatic cushion located within a rim and having an air tube, a tire cover, a tread or periphery for such tire cover, double locking beads on said tire cover, a rim having double overhangs on either side, and a removable segment or segments for such rim, substantially as described and shown with reference to Figs. 1 and 3.

Temporary Replacement of Spokes.

Among the "tricks of the trade," or more particularly, the "ruses of the road," is one which is quite likely to escape the average man unless he has been through a similar experience and knows just what to do.

Usually when through an accident of some sort a good bunch of spokes are knocked out of one of the wheels, the rider jogs along afoot to the nearest repair shop, not daring to ride, and mentally cursing his luck the while because he had not had the forethought to provide for such an emergency by carrying along a few extras in his kit. It is not at all necessary for him to "hoof" it, however; for it is but the work of a few moments to "borrow" a few sound wires from the unaffected side of the wheel and insert them in the holes, drawing them up enough so that it will clear the fork in good shape. After that he may mount and ride on as though nothing had happened, only taking great care not to strain the wheel by riding over rough ground at high speed.

To be successful, however, the medicine must be applied with discretion, as there are chances that if he is not careful he may so weaken the structure that he will get another spill and loose the rim as well as the rest of the spokes on the second fall.

OILERS.

"PERFECT"

 25c.

"GEM"

 5c.

"LEADER"

 10c.

"CROWN"

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"STAR"

 10c.

We make oilers for almost the entire trade. The quality of our oilers is unequalled.

CUSHMAN & DENISON MFG. CO., 240-2 W. 23d St., N. Y.

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Thor Motor and Parts for Motorcycle and
Hubs and Parts for Bicycle on application.

AURORA AUTOMATIC MACHINERY CO.,
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HIGH GRADE

wheels must have the
best equipments.

There is nothing that gives more value for
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MORSE TWIN CHAIN



NOISELESS IN MUD, WATER OR
DUST AND ALWAYS EASY RUNNING.

The only chain having Frictionless
Rocker Joints. Insist on having the
Morse Twin Roller. Fits regular
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Send for Catalogue and
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QUALITY
DIAMOND TIRES
THE DIAMOND RUBBER CO.,
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Special Stampings
FROM
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THE CROSBY CO., - Buffalo, N. Y.

JOHN S. LENC'S SON & CO.
33 Murray Street, NEW YORK,
CARRY A COMPLETE STOCK OF
BICYCLES, TIRES, SUNDRIES
CAREFUL ATTENTION PAID TO
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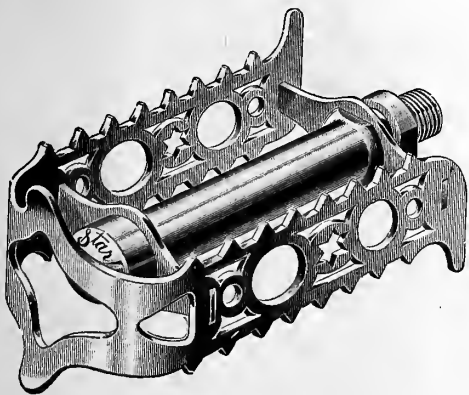
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No. 23

New York, N. Y., Saturday, September 2, 1905.

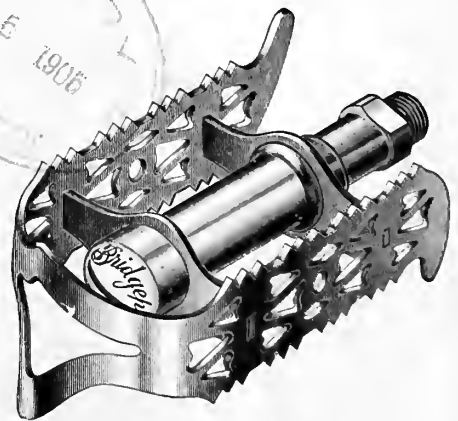
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AND
YOU
KNOW
TOO
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BRIDGEPORT.

THEY STAND FOR QUALITY.

Are they on the Bicycle you ride?

Are they in the Stock you carry?

QUOTATIONS ON REQUEST.

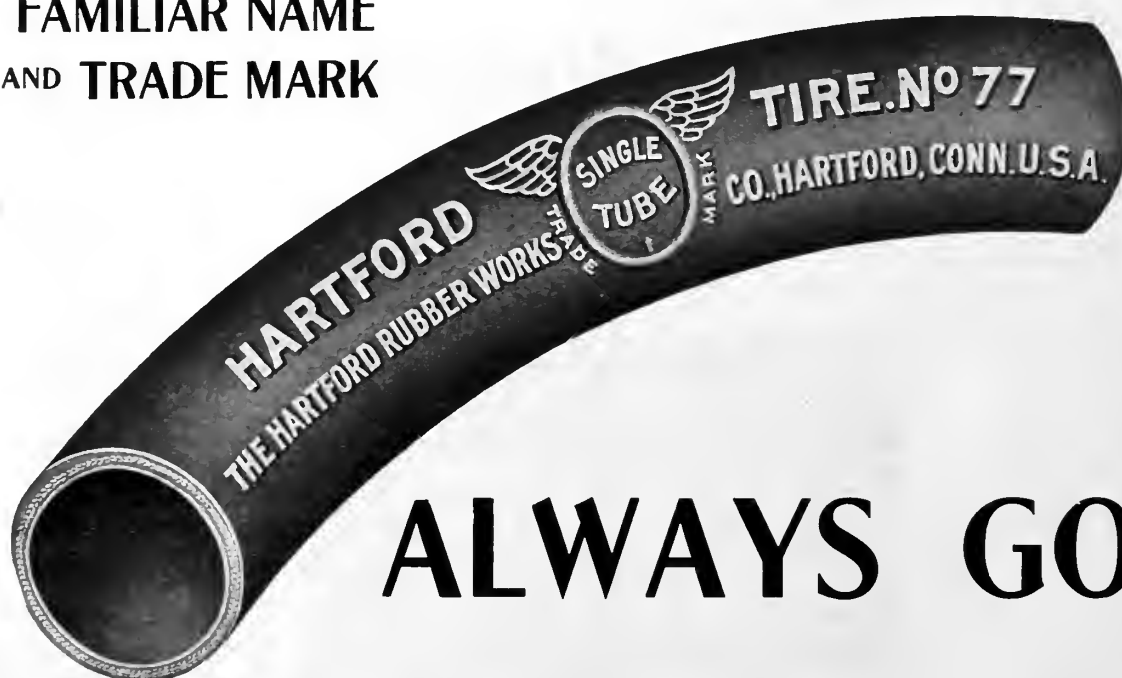
THE STANDARD COMPANY,

Makers also of Standard Two-Speed Automatic Coaster Brake,
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HARTFORD TIRES

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does not know
how good a really
good tire can be.

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PALMER TIRES

For personal comfort, real solid enjoyment, and in the long run economy, the Palmer Tire stands supreme.

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The logical tire equipment for the up-to-date machine.

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BOSTON, 161 Columbus Ave.
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CHICAGO, 141 Lake St.
BUFFALO, 731 Main St.
DENVER, 1444 Curtis St.
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PHILADELPHIA, 909 Arch St.
DETROIT, 80 E. Congress St.
SAN FRANCISCO, 392 Mission St.

AVOID SPECULATION

By Securing the Agency for

THE RACYCLE

**Speculation is when you lose;
Investment when you win.**

Riders are beginning to ask the dealer:—"Are you sure the makers of this or that wheel will be in business next year?"

Don't Speculate.

Write

THE MIAMI CYCLE & MFG. COMPANY,
MIDDLETOWN, OHIO, U. S. A.

Five Thoroughbred Motorcycles

Completed the F. A. M.'s Great Endurance Contest.

PERFECT SCORES

were earned by four of them.

None of the riders had ever engaged in a contest of the sort before, either.

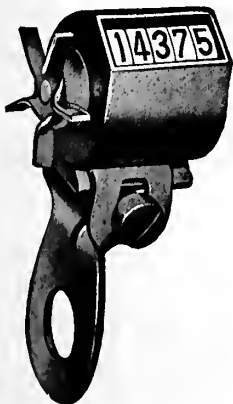
Its title well describes the **Thoroughbred**. Why not let us tell you more about it?

The 1906 model will incorporate a number of splendid improvements.

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Veeders Better Than Ever!

Regular 10,000 Mile.
Cyclometer.



Price, - - - \$1.00.

The right hand figures represent tenths of a mile and are in red. The above instrument reads 1,437 and 5-10 miles. We can supply the same instrument with reading in kilometers or in Russian versts. The cut is full size.

In spite of everybody telling us that we made the best cyclometers in the world and that our instruments could not be improved, we have nevertheless gone ahead and improved them.

Note the new star wheel. It has broader prongs, so that the striker has a better surface to hit. It also weighs about half as much as the ordinary star wheel. This lessens the tendency of the star wheel to "spin" at high speeds. Meanwhile the rest of the cyclometer is kept up to Veeder standards.

The New Trin Cyclometer.



Price, - - - \$2.00.

The cut shows the exact size of the instrument. As in the case of the Regular Cyclometer, the right hand figure on each dial represents tenths of a mile, the figures being red. The other figures are black and give the miles. We can supply readings in kilometers or in Russian versts.

THE VEEDER MFG. COMPANY, Hartford, Conn.

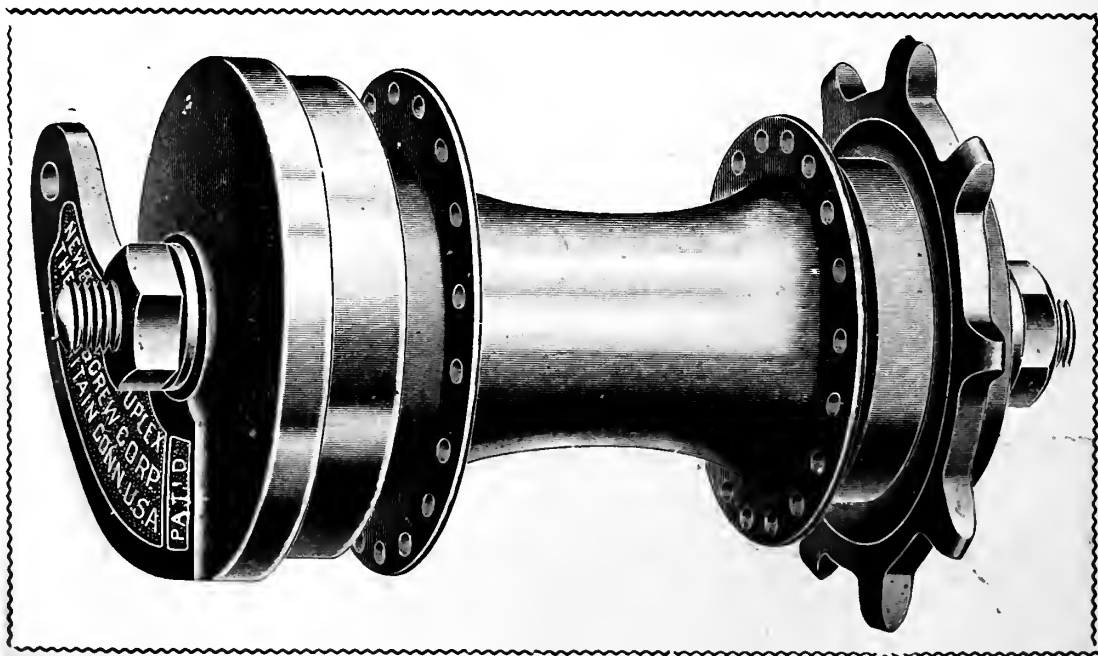
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They require a strong and dependable coaster brake on motorcycles. Statistics serve to show that an overwhelming majority know which is the most dependable one.

CORBIN SCREW CORPORATION, New Britain, Conn.

The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LI.

New York, U S A., Saturday, September 2, 1905

No. 23

JULY EXPORT FIGURES

Gains in Italy and the Far East Partially Offset the Usual Shrinkage.

Erratic is probably the only adjective that is adequately descriptive of the export trade barometer's vagaries, which, despite its consistent drop in the past few years, nevertheless exhibits occasional recoveries that are only explicable by the fact that the American bicycle has simply been the victim of the same depression in foreign markets as it has at home, and that, while a return to former conditions is as much out of the question in one case as it is in the other, it will nevertheless continue to hold its own in the markets of the world, despite the competition of vastly underpaid labor.

June is usually a banner month in the export trade, so that a comparison between the returns of that period and July is not to be taken as an indication of a great and sudden falling off. In the figures for the latter month just issued by the Department of Commerce and Labor, the amount taken by Great Britain exhibits a decrease, while the

showing made by France would be inexplicable but for the reason just given. Italy still continues to show a slight increase, though little encouragement is to be found in the returns of any of the European countries. Taking into consideration the only other market of great importance to this trade—the Far East—Japan's figures show an increase of \$2,410, or from \$14,578 in 1904 to \$16,988 in the present year. British Australasia exhibits a considerable recovery, relatively speaking, while the Philippines and Other Asia and Oceania show increases. The totals for the month and the seven months ending with July are shown in the table below.

Japanese Dealer Visits New York.

Tsuga Imomata, a prominent Japanese buyer of American bicycles and sundries, is at present in New York on his annual purchasing trip. He will remain here for some time in order to look over the market thoroughly.

Another Wing for Fisk Factory.

They are making ready to add still another wing to the already expansive plant of the Fisk Rubber Co., at Chicopee Falls, Mass. The addition will be 60 by 160 feet, three floors and basement.

KRAMER'S PEEVISHNESS

Match Race at Garden Disappointing—Fogler's Fast Sprint in Half-mile Open.

Half a race in the Madison Square Garden bowl is in getting the pole. This fact evidently entered Frank Kramer's mind Thursday night, 31st ult., when the National champion perceptibly diminished his popularity by displaying a degree of acerbity that might have been overlooked in a five-year-old child, but most certainly not in a man who has held the championship for five years, and one who has led the world's best sprinters across the tape in so many thrilling finishes. Kramer's spirit Thursday night savoured of the characteristic small boy's peevish: "If you don't let me 'lick' you I won't play any more, so, there!"

Frank Kramer and Iver Lawson were billed to meet in a match race, best two in three heats. In view of Lawson's apparent "lay down" at Vailsburg Tuesday night, the crowd of over three thousand people expected to see Lawson turn the tables on the National champion in the Garden bowl, as the Swede is at his best on a steeply banked track. Lawson drew the pole for the first heat and jumped into the lead at the very start. At the end of the first lap Kramer tried to get past, but the Swede was equal to the emergency and successfully stalled off the East Orange man's most persistent efforts to jump past. Lawson flashed over the tape three or four inches ahead.

The great crowd in the Garden literally went wild. Usually sane men jumped on the seats and yelled till they were hoarse. Hats were thrown into the air and hats were smashed, but no one seemed to care—it was enough to make even the most lethargic wake up. Naturally excitement was fever heat when the second heat was called. Kramer came on the track, first and deliberately took the pole. Lawson objected, but finally gave in with the remark: "I'll beat him, anyway!"

The second heat was to have been at one mile and paced by Joe Fogler. As the two riders could not agree on the man selected to lead them around the bowl, a compromise was effected by agreeing to ride a half mile

	JULY.		SEVEN MONTHS ENDING JULY.		
	1904.	1905.	1903.	1904.	1905.
CYCLES AND PARTS EXPORTED TO—					
United Kingdom	\$13,115	\$10,698	\$183,374	\$188,555	\$168,350
Belgium	5,668	1,582	36,220	39,071	16,894
France	2,482	856	97,298	68,419	48,366
Germany	3,361	892	110,562	100,639	47,173
Italy	2,138	3,068	34,064	27,088	14,792
Netherlands	9,047	3,531	71,197	69,194	24,980
Other Europe	7,925	2,422	134,935	127,869	127,442
British North America	7,402	6,699	127,161	91,179	103,291
Central American States and British Honduras....	626	122	1,835	2,332	1,679
Mexico	3,187	5,554	37,016	26,249	31,586
Cuba	3,521	1,570	8,902	18,352	23,240
Other West Indies and Bermuda	1,993	2,394	20,449	19,298	17,179
Argentina	2,387	78	8,310	11,479	7,389
Brazil	2,133	552	4,850	8,469	3,506
Colombia	961	200	480	3,488	1,039
Venezuela	7	70	141	187	460
Other South America	1,086	249	10,905	8,481	7,550
Chinese Empire	1,243	511	12,904	4,632	4,034
British East Indies	1,300	849	15,144	12,963	6,793
Hong Kong	—	39	3,381	1,556	1,115
Japan	14,578	16,988	214,195	217,615	202,405
British Australasia	19,902	11,206	179,279	108,140	52,225
Philippine Islands	510	1,801	19,060	4,579	8,437
Other Asia and Oceania	1,225	1,121	18,858	10,945	10,729
British Africa	757	—	37,254	5,299	649
All other Africa	352	—	4,073	3,106	1,019
Other Countries	50	—	61	88	—
Total	\$106,986	\$76,355	\$1,421,910	\$1,209,305	\$935,282

unpaced. Lawson had a phenomenal jump and went past Kramer at the first turn; whereupon the East Orange man held up his hand and claimed that Lawson had fouled him. Lawson continued and rode the five laps alone and said that he would not give in to Kramer, as he had not committed a foul. Everybody in the Garden held the same opinion, and Kramer was roundly hissed when he protested. After a while P. T. Powers said he would fix things up all right. This was not strange, as the promoter has a habit of fixing things that do not suit him. The judges must have been looking up at the roof at the time, for Lawson never fouled Kramer when he forged ahead at the first turn. However, they allowed the protest and Lawson agreed to ride the heat again. The second time Kramer rode off the track, but caught Lawson in the back stretch, and when they rounded the turn into the stretch for the first lap the two were abreast. This time Kramer fouled Lawson in the backstretch of the second lap and the Swede obtained a foul.

While the officials were wrangling Johnny Nestor, the little man with the big voice, sought to quiet the pandemonium by singing "Keep a Little Cosy Corner in Your Heart for Me." The next three times Kramer claimed that Lawson fouled him, and, of course, the officials, who by this time did not know whether a race was in progress or not, allowed the protest. At the sixth attempt the men actually got off, and, although Kramer forged into the lead, Lawson gritted his teeth and went after him with a sprint that was surprising. It was the most bitter struggle that has been witnessed for years. Neck and neck they rode for five laps, when Kramer gave a mighty jump and crossed the tape half a length ahead.

Lawson, to all appearances, did not try to win the final heat. Perhaps he was disgusted at the utter lack of judgment and fairness displayed by the officials, when they allowed Kramer's infantlike actions to give him an advantage. It is not to be wondered at. Kramer won the last heat easily.

The final heat of the half-mile event for points in the national amateur championship was full of surprises. Charles Franks and Edward Rupprecht, of the New York Athletic Club; Teddy Billington, of the National A. C., and Matt Downey, of Boston, had qualified for the final struggle, and Franks had the pole. Downey jumped and swung into the lead at the first turn, with Rupprecht hugging his rear wheel. Franks sprinted past the beaneater in the second lap and held this position until on the backstretch of the bell lap, when Billington managed to squeeze through the bunch and sprinted over the tape not more than two inches ahead of Downey. Rupprecht finished third and Franks last. They were all bunched at the tape, however.

Floyd McFarland and John Bedell teamed in the half-mile open professional, but for all the good it did them might just as well have not formed the combination. Joe Fogler

jumped into the lead at the start and led the bunch around the wooden bowl at one of the liveliest clips they have had to go for some time. The Brooklyn boy's sprint was a sight worth looking at, but his efforts to run away from the bunch evidently tired him out, for Krebs beat him out for third place. Fenn's phenomenal sprint gave him the first money and John Bedell was second. Oliver Dorlon and Joe Fogler surprised even their warmest adherents when they ran away with first and second prizes in the one-mile handicap. Fogler's sprint past John Bedell was one of the features of the meet.

Fred Ernst, Matt Downey and Edward Rupprecht, the scratch men in the one-mile amateur handicap, overhauled the long markers in the bell lap and crossed the tape in this order. Summaries:

Half-mile novice—Final heat—J. Graham, first; William C. Nelson, second; M. T. Minsch, third. Time, 1:09 3-5. Frank Lane finished first, but was disqualified for fouling.

Half-mile open, professional—First heat—John Bedell, first; Floyd McFarland, second; Menus Bedell, third. Time, 1:00 4-5. Second heat—W. S. Fenn, first; Floyd Krebs, second; Joe Fogler, third. Time, 1:00. Final heat—W. S. Fenn, first; John Bedell, second; Floyd Krebs, third; Joe Fogler, fourth. Time, 0:59 4-5.

Half-mile open, amateurs (for points in national circuit championship)—First heat—James Zanes, Nat. A. C., first; C. A. Sherwood, N. Y. A. C., second. Time, 1:00 3-5. Second heat—Teddy Billington, Nat. A. C., first; Charles Franks, N. Y. A. C., second. Time, 1:05 4-5. Third heat—Edward Rupprecht, N. Y. A. C., first; Matt Downey, Boston, second. Time, 1:03 1-5. Fourth heat—Fred Ernst, N. Y. A. C., first; A. C. Spain, Bloomfield, second. Time, 1:09. First series—Final heat—Charles Franks, first; Teddy Billington, second. Time, 1:02. Second series—Final heat—Edward Rupprecht, first; Matt Downey, second. Time, 1:03 1-5. Final heat—Teddy Billington, first; Matt Downey, second; Edward Rupprecht, third. Charles Franks, fourth. Time, 1:03 2-5.

Half-mile match between Frank Kramer, East Orange, N. J., and Iver Lawson, Buffalo, N. Y.—First heat won by Lawson. Time, 1:05 4-5. Second heat won by Kramer. Time, 1:05 3-5. Final heat won by Kramer. Time, 1:18 4-5.

One-mile handicap, professional—First heat—W. R. Lee (90 yds.), first; Joe Fogler (35 yds.), second; Oliver Dorlon (60 yds.), third; Floyd Krebs (75 yds.), fourth. Time, 2:06 3-5. Second heat—Floyd McFarland (45 yds.), first; E. F. Root (60 yds.), second; Menus Bedell (60 yds.), third. John Bedell (15 yds.), fourth. Time, 2:10 3-5. Final heat—Oliver Dorlon, first; Joe Fogler, second; John Bedell, third; Floyd Krebs, fourth. Time, 1:55 3-5.

One-mile handicap, amateur—First heat—A. V. McDonald (35 yds.), first; Edward Rupprecht (scratch), second; W. A. Penn (120 yds.), third. Time, 2:03 3-5. Second heat—Matt Downey (scratch), first; A. Schwenke (60 yds.), second; H. Hintze (150 yds.), third.

Time, 2:06 1-5. Third heat—Martin Kessler (105 yds.), first; Fred Ernst (scratch), second; W. J. Kluczek (60 yds.), third. Time, 2:05. Final heat—Fred Ernst, first; Matt Downey, second; Edward Rupprecht, third. Time, 2:04 3-5.

Efficiency of Gear Transmission.

In connection with a series of experiments upon the efficiency of motor transmission gearing, a French engineer, M. Lacan, has tested the effect of wear on several of the more common forms of gear transmission, and has found that when properly lubricated, plain steel gears show an efficiency of 90 per cent. when new and 80 per cent. when slightly worn. Steel and fibre gears in mesh show an efficiency of 88 per cent. when new and 90 per cent. when worn, so that it is evident that such combinations work to better advantage after they have been "run in," as the saying is, than they do at first. Cast iron and leather gears running together show practically no variation until very much worn, which speaks well for the system, while steel on steel, running in oil, thoroughly protected, gives a decreasing efficiency, varying in the case in point from 92 to 90 per cent. Chain efficiency is rated at 94 to 92 per cent., respectively, when new and slightly worn, and the cardan shaft shows an efficiency of 95 per cent.

Paris Plans a Great Show.

At the eighth annual International Automobile, Sporting and Cycle Exposition, held under the auspices of the Automobile Club of France, which will take place from the 8th to the 24th of December next at the Grand Palais of the Champs Elysees and at the Municipal Conservatories of the Cours la Reine, it is anticipated that the most comprehensive showing of motorcycles and bicycles that has ever been shown together will be placed on view.

Club's Lease Sustained.

In the Court of Common Pleas at Hartford, Conn., the appeal of the Travellers' Insurance Company for an execution to eject the Hartford Wheel Club from its quarters in a building which has been purchased by the insurance company, has been denied. This throws the case back onto an appeal of a former judgment against the club, which is now pending, but firmly establishes the rights of the club until it is decided.

Armac Ready for Business.

After the 1st of September the Armac Motor Company, which has recently undergone a reorganization, will be doing business in its new quarters at No. 401 Carroll Avenue, Chicago, Ill., a larger and more complete plant than was afforded them at the old location in St. Paul. The Armac people state that they will now be in a position to produce motor cycles with side cars and fore carriages fast enough to supply the market.

DOG DOWNS BICYCLE COP

**Hartford's Brindled Foe of the Cyclist too
Much for Policeman English.**

Arthur O. Perlitz, of Hartford, Conn., owns a bulldog, not one of those tame Boston kind that delights to bask in the sunshine of a girl's smile, but one of those really ferocious "brindles." Mr. Perlitz is very fond of his pet, and lovingly calls him "Spot," but Hartford cyclists hold a different opinion. They think he is a tailor dog, because he has the art of cutting out pantaloons and coat tails reduced to a science.

This particular canine was born with a peculiar appetite. When a puppy nothing seemed to delight him better than to run after all the good little boys in the neighborhood, who laboriously pedalled their velocipedes up and down the street. With advancing years, "Spot's" appetite became epicurean. In fact, he is never happier than when lying on the front veranda of the Congress street residence with his weather eye sweeping the street for approaching wheelmen.

It is said that his victims have been many. He lies in wait for them at the gate and pounces on them in a way that the proud owner terms playful. Some of the bicyclists think playful is not the proper word. Several irate cyclists have complained to the police that there was a ferocious bulldog at No. 38 Congress street, which made it all a cyclist's life was worth to go by the house. After divers tales of adventures with this beast had reached Chief Gunn he detailed Officer English of the bicycle squad to ride down Congress street and investigate the truth of these rumors.

So, bright and early one morning last week, Officer English rode down Congress street, light hearted and with the words of a popular song on his lips. He saw no animal threatening his pathway until he was opposite the house, and then the bulldog came at him like a chain of greased lightning. Officer English was taken by surprise, and hardly had time to ward off the attack before the bulldog was clogged between the wheels of the machine and he was trying to pick out a soft spot to land by the roadside.

When he picked himself up Spot was getting genuine satisfaction out of chewing the bicycle tires, and after Officer English had viewed the tires he congratulated himself that the dog had not gone after real meat instead of the rubber. A report bearing out all rumors the officer made to the chief, and Perlitz was duly notified that his dog would have to be kept chained if he could not induce the animal to leave bicyclists alone.

Perlitz put a cheerful face on the matter and paid the price of the bicycle tires that had been punctured beyond the hope of repair. In the mean time Spot is still lying in wait for the next officer who dares question his right to chew cyclists and the tires of their wheels.

Some "Veterans" at Long Branch.



Recently at Long Branch, N. J., there was a gathering which again brought together some of the "veterans" of cycling. The accompanying photograph, taken by The Bicycling World, shows a group of men who have contributed largely to bicycling history for more than twenty years. On the left is F. Ed. Spooner, well known in cycling circles as "On the Spot," who has been a continuous contributor to the press for two decades and who at one time had fully one hundred of the prominent journals throughout the country publishing his cycling news. At his side is

Alex. Schwalbach, who was a dealer in Brooklyn, N. Y., for nearly a quarter of a century and who at times contributed articles on mechanical matters to the cycling press. In the centre is Arthur Zimmerman, long hailed as champion of the world, and who is without doubt one of the most popular of cycling men. Next comes J. G. Wetmore, "Jonah," who also wrote interesting bicycle news for the press for many years and who is still official handicapper for the National Cycle Association. The last man in the picture is W. J. Morgan, ex-champion of Wales and a prominent man in the cycling world in both Europe and America for a score of years.

NATIONAL CIRCUIT CHAMPIONSHIP POINT TABLE—PROFESSIONAL.

	Kramer.....	Fenn.....	Lawson.....	J. Bedell.....	Fogler.....	Dorlon.....	Krebs.....	Root.....	McFarland.....	Lee.....
Vailsburg—Half-mile	5	3	1	1	1	1	1	1	1	1
Madison Square—Half-mile	5	3	1	1	1	1	1	1	1	1
Madison Square—Two miles	5	3	1	1	1	1	1	1	1	1
Vailsburg—Quarter-mile	5	3	1	1	1	1	1	1	1	1
Madison Square—Half-mile	5	3	1	1	1	1	1	1	1	1
Vailsburg—One mile	5	3	1	1	1	1	1	1	1	1
Total	22	14	16	6	1	2	1	1	1	12

NATIONAL CIRCUIT CHAMPIONSHIP POINT TABLE—AMATEUR.

	Downey.....	McDonald.....	Billington.....	Collins.....	Coffey.....	Ernst.....	Rupprecht.....	Connolly.....	Zanes.....	Sherwood.....	Franks.....
Boston—One-third mile	5	5	1	3	1	1	1	1	1	1	1
Boston—Two miles	5	5	1	3	1	1	1	1	1	1	1
Vailsburg—Quarter-mile	5	5	1	3	1	1	1	1	1	1	1
Madison Square—Half-mile	5	5	1	3	1	1	1	1	1	1	1
Total	8	5	10	3	4	3	3	1	3	12	12

Points are awarded as follows: For first place, 5; second place, 3; third place, 2; fourth place, 1.

The Man Who Has Not Acquainted

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NATIONAL BICYCLE

has something to live for and to learn.

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NATIONAL CYCLE MFG. COMPANY, Bay City, Mich.



WHAT

Mr. W. E. BAUM,
Sec'y Chicago Motor Cycle Club

SAYS

OF

FISK TIRES

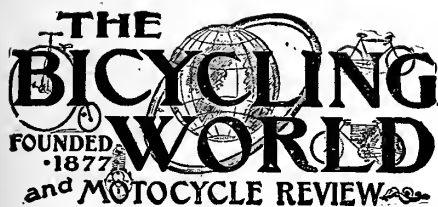
Last year he rode 12,771 miles, of which 3,100 miles was on three pairs of — tires, and 9,671 on one pair of No. 88 H Fisk tires 28 x 1 3/8 in., and during the entire year he only had one puncture in the Fisk tires. Last year he received First Prize in Chicago for Century Runs and Third Prize in New York.

He states that Fisk tires are not only easier riding but will wear longer and better than any tire he ever had.

W. E. BAUM,
Sec'y Chicago Motor Cycle Club.

FISK RUBBER COMPANY,

Chicopee Falls, Mass.



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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 643.

NEW YORK, SEPTEMBER 2, 1905.

Popularity of Bicycle Racing.

It is somewhat of an anomaly that the bicycle, which is seldom considered as still extant by the more rabid devotees of the automobile, should be providing exciting and interesting sport at a time when there is a general clamor being raised against automobile track racing. "It is time to cry enough" is the sentiment of the press in all parts of the country, for when the exhibitions not are utterly lacking in all that goes to make the successful racing meet, but at the same time are apt to prove the cause of the serious injury or death of one or more of the participants, it is certain that drastic measures are imperative. The decadent condition of the so-called sport may best be judged from the fact that metropolitan meets have proved so unprofitable in the past that a number of events scheduled for this district, which with its large population liberally contributes to the support of good sport, have of necessity been canceled.

Turn to the reverse of the picture, and it is not hard to realize the warm place in the affection of all who love a good sprint, terminating in a hot and exciting finish, that the bicycle still holds. What is more, the amateur is a factor of importance, and while

it must be conceded that the racing pros being accorded the current meets at the Garden and Vailsburg, and hold the limelight when it comes to the star event of the evening, the amateurs have performed in a manner that has been deserving of the praise handed out by the gallery. And despite the more or less frequently raised cry as to the passing of the cycle racing amateur, there is no dearth of material for events of any length.

A sight of the bunch of riders spinning lightly round the boards in the open under the electric light, or over the polished surface of the high banked Garden oval that brings them almost horizontal at the turns, each keeping a jealous eye on the others to be ready to anticipate any sprinting tactics, until at the last lap hell each lets out all that is in him and the pack races for the finish, inches apart, bringing the entire audience to its feet in a pandemonium of cheering, and it is easy to realize why bicycle racing holds the attention of the sporting world undiminished and will continue to do so as long as the definition of the word remains the same.

The fact that several race meets are being conducted simultaneously in the East and West, and that tracks in other sections will shortly open their gates to the sport speaks for itself.

Farmers Realize a Benefit.

Where force of argument fails; where the most abstruse and convincing mathematical proof does not convince; where persuasion and entreaty fall upon deaf ears, practical demonstration succeeds every time, and the skeptic who has been hanging back and shaking his head changes over to the other side with ludicrous haste, and would have it thought that he never had for one little minute believed otherwise than as he now does.

Nearly a year ago one of the most strenuous objections raised against the preparations for the Vanderbilt contest on Long Island was the argument of the farmers and land holders along the line of the course against the oiling of the roads. They did not want it; they would not have it. The very dust itself, which had never troubled them before the advent of these terrible monsters, was preferable to the odor of crude oil. The roads would never again be fit to use. There would be crude oil on tire and hoof and shoe for many a day to come, and so on through an endless wall of complaint. But what argument could not do demonstration

has done, and done for all time. The Long Islanders are now, heart and soul, convinced that no highway is complete without its treatment of liquid dust binder, and so strongly convinced that without suggestion from the outer word they have of their own volition petitioned their local board to "do it some more."

Where the weight of the cycling community is no longer a matter of such moment in the good roads movement the automobilist has taken it up, and the distribution of a coat of heavy oil over the surfaces of highways that formerly yielded clouds of blinding dust with little or no provocation has made the pleasure of cycling, whether with a foot or power driven machine, doubly enjoyable. It has done more, for a continued dry spell no longer means the laying of an impervious and unsightly coat of gray over the entire landscape, to the disgust of the householder, whose garden and dwelling are seriously impaired by it. No longer is it necessary on the stretches that have been accorded this treatment to deem it wise to keep ahead of the other fellow or far behind him in order not to receive that same blinding cloud in the eyes and to prevent taking on an appearance of having been dipped in a flour sack. While the motoring world has stepped into the cyclists' shoes in a measure, where the good roads problem is concerned, the latter is not relieved entirely of keeping up the work by any means. The constantly growing number of motorcyclists can also add their weight to the side of improvement, for with its large tires and greatly increased speed the light power machine is no mean hand at dust raising.

Paper talk counts for a great deal in this world. Trade talk counts for even more in some cases, but nothing can convince the public like ocular demonstration. In the parade which is shortly to be held in New York City there is a splendid opportunity for every rider in the greater city to add in clinching the proof that the bicycle has returned to its own and that the motorcycle has come to its own. This renewal of a pleasing and healthy custom, which held sway for a number of years, until allowed to lapse at the time of the great reaction following the disastrous boom, indicates the revival of the old-time enthusiasm. Its effect will be most salutary in stimulating not simply the interest of the old riders, but as well in arousing the enthusiasm of a younger generation, which is just reaching out into the great universe for diversion and for health.

WILCOX WINS ROAD RACE

Halligan Makes Fast Time in Annual C. R. C. A., Twenty-mile Event.

With weather conditions not too favorable, fifty-eight riders started in the annual twenty-mile road race of the Century Road Club Association, which was held over the famous old Merrick road, Long Island, last Sunday afternoon, 27th ult. Arthur R. Wilcox, of the Park Circle Club, of Brooklyn, finished first in 50:26 1-5. He had a handicap of six minutes.

The course was from Valley Stream to



ARTHUR R. WILCOX.

Freeport, returning to Valley Stream and thence to Springfield and return. The start and finish was in front of Tom West's hotel at Valley Stream. Several hundred people watched the finish. At a few minutes after 1 o'clock the limit men, who had a handicap of 8 minutes, were started off, and in quick succession the other groups followed. John Benedict, of the Century Road Club, who was with the eight minute bunch, led at the Freeport control, and Housley, Froebig, Gritos and Stewart were well together. At this time Wilcox was still with his division, and in twentieth place. Between Freeport and Springfield, Wilcox and "Sir" Walter Raleigh, his team mate, determined to go after the long markers, and by alternating pace worked up to the leaders at the Springfield turn.

At the Springfield turn Peter Wollenschlager, of the Century Road Club Association, and others in the eight-minute division were leading, while close behind came Wilcox, Raleigh, Zink and the others. The scratch men—L. J. Weintz, Frank W. Eiffler, Joseph M. Eiffler, Fred Graf, H. L. Lind were almost trailing the bunch.

It remained for practically a dark horse, however, to carry off the honors for the time

prize. J. T. Halligan, who only a few nights ago won his novice at one of the track meets, started with a handicap of four minutes. Halligan did his best riding in the first eight miles, for at the Freeport control he had sprinted up to twelfth place. His time for the twenty miles was 48:39 1-5, which is the best time for the distance that has been made in many years. When Halligan was told that he had won first time prize and could have his choice in prizes—he also finished for a place prize—he hesitated, but finally decided to take the gold watch which had been offered for the best time prize, and hereafter ride with the scratch men.

The finish of the race was interesting, all the men being bunched at the tape. Coming up the stretch, Wilcox had been content to let Housley do the pacing, but just before the line the Park Circle rider—who, by the way, did not carry his favorite number, "13," this time—let out his long legs and unwound a sprint that carried him past Housley a few inches. William Canfield, the little fellow who chased Jerome at Madison Square Garden the other night, finished third, and was only one-fifth of a second back of Housley.

One unfortunate incident marred the finish between the scratch men. L. J. Weintz, of the National A. C., Brooklyn, and Frank W. Eiffler, of the C. R. C. A., were fighting for time honors, and as they came up the stretch neck and neck the crowd around the tape surged forward, leaving only a small opening for the riders to come through. Eiffler bumped against his opponent just at the tape, and

across the tape a few inches ahead of the road club rider. Several of the spectators were injured, none of them seriously, however, although there were many who gently rubbed their ribs for several minutes after the collision. Neither Weintz nor Eiffler was injured at all.

Taken as a whole, the race was highly successful, and augurs well for the future welfare of road racing. Summary:

Pos.	Rider.	Club.	Hdep. M.S.	Net time. M.S.
1.	A. R. Wilcox, Park Circle....		6:00	50:26 1-5
2.	P. Housley, Brower.....		8:00	52:26 2-5
3.	Wm. Canfield, C. R. C. A.....		7:00	51:26 3-5
4.	A. E. Rhodes, C. R. C. A.....		6:30	51:56 4-5
5.	John Benedict, C. R. C. A.....		8:00	52:29 2-5
6.	Geo. Thoreakos, Brower.....		6:00	50:27 4-5
7.	P. Wollenschlager, C. R. C. A.....		8:00	52:29 1-5
8.	Charles Zink, C. R. C. A.....		6:30	50:59 2-5
9.	J. Jensen, C. R. C. A.....		8:00	52:29 4-5
10.	James Pateles, New York.....		8:00	52:30 3-5
11.	L. Lewin, C. R. C. A.....		8:00	52:33 2-5
12.	W. O. Stewart, C. R. C. A.....		8:00	52:33 3-5
13.	J. T. Halligan, C. R. C. A.....		4:00	48:39 1-5
14.	Chas. Hansen, C. R. C. A.....		4:00	49:01 1-5
15.	Charles Nerent, Brower.....		4:00	49:27 3-5
16.	P. J. Baum, C. R. C. A.....		4:00	49:28

Time prize winners—James T. Halligan, C. R. C. A. (4:00), first, 48:39 1-5; Frank W. Eiffler, C. R. C. A. (scratch), second, 48:47 3-5; Louis J. Wentz, National A. C. (scratch), third, 48:47 4-5; H. L. Lind, National A. C. (scratch), fourth, 48:48; Fred C. Graf, C. R. C. A. (scratch), fifth, 48:48 2-5.

Brothers Win Motorcycle Events.

Two motorcycle races formed a feature of the Buffalo automobile meet Friday and Saturday, 18th and 19th ult. Leonard M. Gard easily crossed the tape first in Friday's event—a two-mile open. Gard jumped into the lead at the start and was never headed, crossing the line 100 yards ahead of William



CROWD AT THE START AND FINISH POINT.

both men were thrown headlong into the spectators. Weintz claimed that Eiffler deliberately fouled him, and there were many who entertained the same opinion, but after hearing the protest the judges decided to give the decision to Eiffler, who was thrown

Chadenyne (Thomas Auto-bi). George Roesler was third. Time, 3:16. There were five starters in the two-mile open on Saturday, which Robert H. Gard, a brother to the winner of Friday afternoon's race, won handily in 3:05. J. G. Willett, O. L. Neal, W. C. Chadenyne and E. Boller also ran.

BEDELL AND FOGLER GAIN LAP

Exciting 20-Mile Race at the Garden—Ernst and Downey Lead Amateurs.

Although there was no championship event on the bill at Madison Square Garden, Monday night, the 28th ult., interest never lagged for one minute, and the crowd of over three thousand spectators were treated to some good racing, although there were some mysterious occurrences in the twenty-mile professional event that neither they nor the officials could quite understand.

Interest was intense at the start of the twenty-mile race, with \$5 to the leader of each mile. These long races seem to be just what the metropolitan appetite is whetted for—it reminds them of the six-day race. John Bedell and Menus Bedell, and W. S. Fenn and Joe Fogler were announced as the teams, but when Fenn was put out of the running in the first mile Fogler paired with Oliver Dorlon. In the fifth mile McFarland took John Bedell out to steal a lap, but this pretty little two-man combination did not work, as Lee overhauled them. Then McFarland tried to flag the bunch while Bedell went out again after the coveted lap. Joe Fogler, the clever Brooklyn sprinter, managed to get past McFarland, through no fault of the latter, however, and started after John Bedell in one of the most exciting chases ever seen on the ten-lap Garden track. The effort was good, and Bedell and Fogler gained the lap. From then on to the thirteenth mile Fogler and Bedell alternated in capturing the mile prizes. George Schreiber unwound a sprint in the thirteenth mile and nearly put a lap between himself and the bunch, until Fogler again showed his sterling qualities as a sprinter and pulled the flying New Yorker down.

Another trick came very near working in the eighteenth mile. John Bedell tried to flag the bunch while Root went out after the lap. Dorlon and Fogler overhauled him, however. John Bedell finished first, with Fogler second, as these two riders were a lap ahead. Menus Bedell was third, Schreiber fourth and W. R. Lee fifth. Fogler captured the mile prize, placing nine to his credit. The time was 51:38 3-5.

Iver Lawson, E. F. Root, Joe Fogler, Geo. Schreiber, W. S. Fenn, Floyd McFarland, Menus Bedell and John Bedell all qualified for the final heat in the one-mile handicap professional. Lawson and McFarland, Fogler and Fenn, and Root and Menus Bedell were the teams named. Just before the riders were pushed off McFarland furnished a little excitement to the crowd, though not in a way to add to that rider's popularity. Root's trainer made some remark that was not just to the Californian's liking, and the latter punched him in the face. After "Long Mac" agreed to pay for two broken teeth the race was started. By the very efficient team work of McFarland Lawson was enabled to win the race. The finish was very close,

Lawson only beating out Fenn by inches. John Bedell was third and McFarland finished fourth. Time, 1:57 3-5.

Fred Ernst, of Rochester, representing the New York Athletic Club, outsprinted Matt Downey, the Bostonian, in the half-mile open for the amateurs. At the bell lap Ernst was leading, with McDonald, Downey and Sherwood next in order. McDonald, who also hails from Boston, rode wide to let his fellow townsman tack on Ernst's rear wheel, and Downey unwound a terrific sprint that almost turned the trick. McDonald was third. Time, 1:04.

Matt Downey carried off the honors in the one-mile handicap, starting from scratch. A. W. McDonald, with sixty yards' handicap, crossed the tape second, and George Pauli, 195 yards, finished third. Time, 2:09 4-5. In the half-mile novice William Miller crossed the tape first. William Henty was second and W. Barringer third. Time, 1:07. Summaries:

Half-mile novice—William Miller, W. J. Barringer, William Henty, Ellsworth Smith, Emil Van Bartheld and Louis Newman qualified for the final heat. Final heat—William Miller, first; William Henty, second; W. J. Barringer, third. Time, 1:07.

Half-mile open, amateur—First heat—Fred Ernst, N. Y. A. C., first; A. W. McDonald, Boston, second. Time, 1:08. Second heat—Gus Perden, Brooklyn, first; W. A. Penn, New York, second. Time, 1:06 4-5. Third heat—Matt Downey, Boston, first; John J. Forsyth, New York, second. Time, 1:04 1-5. Fourth heat—C. A. Sherwood, New York, first; John Peters, Roy Wheelmen, second. Time, 1:05 4-5. Final heat—Fred Ernst, N. Y. A. C., first; Matt Downey, Boston, second; A. W. McDonald, Boston, third. Time, 1:04.

One-mile handicap, professional—First heat—Joe Fogler (60 yards), first; E. F. Root (60 yards), second; Iver Lawson (scratch), third; George Schreiber (75 yards), fourth. Time, 2:05 3-5. Second heat—Floyd McFarland (60 yards), first; W. S. Fenn (scratch), second; Menus Bedell (60 yards), third; John Bedell (15 yards), fourth. Time, 1:58 2-5. Final heat—Iver Lawson (scratch), first; W. S. Fenn (scratch), second; John Bedell (15 yards), third; Floyd McFarland (60 yards), fourth. Time, 1:57 3-5.

One-mile handicap, amateur—First heat—Matt Downey, Boston (scratch), first; Gus Perden, Brooklyn (45 yards), second; William Canfield, C. R. C. A. (120 yards), third. Time, 2:15 1-5. Second heat—A. C. Spain, Bloomfield (90 yards), first; A. L. Judge, Brevoort A. C. (120 yards), second; George Pauli, The Bronx W. (105 yards), third. Time, 2:07 1-5. Third heat—A. W. McDonald, Boston (60 yards), first; Martin Kessler, New York (75 yards), second; J. J. Forsyth, New York (60 yards), third. Time, 2:02 3-5. Final heat—Matt Downey, Boston (scratch), first; A. W. McDonald, Boston (60 yards), second; George Pauli, The Bronx W. (105 yards), third. Time, 2:00 4-5.

Twenty-mile open, professional—John Be-

dell, first; Joe Fogler, second; Menus Bedell, third; George Schreiber, fourth; W. R. Lee, fifth. Time, 51:38 3-5. Time by miles—2:24 2-5, 4:49 1-5, 7:25, 10:05 2-5, 12:04 2-5, 14:56, 17:33 1-5, 20:08 1-5, 22:45, 25:30 4-5, 28:12 1-5, 31:00 2-5, 33:37 1-5, 36:07 4-5, 38:51 4-5, 41:22 3-5, 43:58, 46:49 3-5, 49:34 3-5, 51:38 3-5. Mile prize winners—Joe Fogler (9), John Bedell (7), Oliver Dorlon (2), George Schreiber (1), E. F. Root (1).

Why the Priest Was a Motorcyclist.

In some of the country districts in France the parishes are naturally very much scattered and far apart. This gives many weary hours tramping for the conscientious priest who wishes to regularly visit his flock, and is sometimes, as, for instance, when extreme unction is to be administered and no vehicle handy, more than inconvenient. For this reason (and perhaps from a little human weakness and love of sport also) some of these worthy priests have adopted the bicycle, and may be seen in remote districts pedalling tranquilly along—naturally on a lady's machine—as with their long cassocks a crossbar is impossible. In many cases the bishops are fairly tolerant of this innovation, though, of course, there are exceptions, and in some of the dioceses it is anathema maranatha for a cure to be seen on a bicycle. A story is told of a priest who was unable to subdue his love for the bicycle in spite of remonstrances from high authority, and was sent off to a mountainous district where indulgence in this fascinating sport was quite out of the question. When some few months later he appeared at the episcopal seat to give an account of himself, what was the astonishment of his superior to see him sail up on a splendid motorcycle. Asked for an explanation, he naively stated that he had been obliged to give up his bicycle on account of the steep mountain roads, but had found the motorcycle an excellent equivalent.

Knife Duel A-wheel.

Duelling on bicycles is reported to be a new diversion in Spain. Two members of the Bicycle Club of Granada recently met in a knife duel, which is probably the first encounter of the kind ever fought upon wheels. Accompanied by their seconds, they wheeled out some distance on the road to Malaga, to a secluded spot; there, posted seven hundred feet apart, at a sign they wheeled toward each other, each directing the machine with the left hand and brandishing in the right that terrible knife of Spain—the navaja. At the first clash Perez pierced the left arm of Marcus, but at the third encounter Marcus thrust his knife into Perez's right breast. In a few minutes the latter died of internal hemorrhage.

An Australian paper tells a story of the poltest man who ever lived. He was knocked over by a reckless cyclist on a Sydney road, and when picked up was just able to gasp out, "I hope I have not damaged the gentleman's machine."

ABOUT THE TRANSMISSION

Suggestions Concerning Care Conducive to the Up-keep of the Motorcycle.

In connection with the proper up-keep of the motorcycle, probably nothing better repays the cost of careful attention and constant care than the transmission. This, be it either of the chain or the belt type, while giving excellent service when kept in proper shape, is responsible for a considerable loss of power either from friction in the one case or from slipping in the other, and, though these two difficulties may be exaggerated by neglect into a formidable consideration, with a little care distributed uniformly over the period of the machine's service they dwindle into insignificance.

The proper care of the chain is one of the lessons learned with the earlier types of pedal machine, and little need be said of it except by way of reminder that it is essential to keep the parts as clean as may be and well oiled. A good scouring off with a stiff brush dipped in kerosene after each run, and an occasional treatment in a bath of the same oil, followed by an application of the rider's favorite chain lubricant, is all that is required ordinarily. Care should be taken to see that the sprockets are always properly aligned also, and the tension just right, but these are details which readily suggest themselves to the thoughtful rider.

In the case of the belt, there is a great temptation to let the drive take care of itself, trusting to the idler to maintain sufficient tension to secure the requisite driving effort, and while this method may serve to keep the machine running, it does not make for the long life of the belt, nor does it secure the most efficient service obtainable.

To secure the best possible results from the belt drive the leather should be kept soft and pliable at all times; it should be as free from grease as is consistent with retaining its proper condition, and it should not be loaded up with dressing. It goes without saying that an old belt which has been stretched to its limit will give better service than a new one, and for this reason, if for no other, a belt which has been once adjusted to its normal running condition should be kept in that state as long as possible.

To this end it should be cleaned and softened as frequently as its condition demands it, which, in the case of a machine that is used a good deal and subjected to the effects of mud and rain, should be as often as once in three or four weeks. As the process is rather a long one, and as it is not always convenient to lay up the mount while it is going on, it is well to have a pair of belts, the one to be in use while the other is undergoing a process of regeneration.

The cleaning and renewal of a belt consists, first of all, in giving it a thorough cleansing with gasoline, a scrubbing brush being used for the purpose. This removes the

grease and a good deal of the dirt, but not all of it, and to complete the process it is essential to wash it again with strong hot soapsuds. This will leave the leather stiff and dry, and it is then necessary to oil it thoroughly. For this purpose castor oil serves to advantage, and should be rubbed in well with the hands after soaking in it for some little time. After wiping off the exterior oil the belt should then be hung up under tension. This is one of the most important parts of the process, and should be continued as long as is convenient. In case the belt under treatment is a duplicate, it may be left in this way until needed, care being taken to see that it does not accumulate dust and that it does not dry out again during its rest. It should be hung up and from it suspended a weight of from six to ten pounds, according to its size and length, the object being to keep the fibres in a condition of extension and to deprive the belt of its elasticity as much as possible while retaining its flexibility.

In this connection it is well to suggest that a new belt should always be subjected to such a stretching process for some time before it is put on the machine, as in this way it may be stretched to the limit without inconveniencing the rider on the road.

Vailsburg Offers Two Good Cards

Two good cards have been furnished for the meets at the Vailsburg track in Newark Saturday and Labor Day afternoon. At the Saturday night meet there is a two-mile professional championship race. The narrow margin which separates Kramer and Lawson in the struggle for the title, has made this fight decidedly interesting. Last Saturday the men rode a dead heat, the first time such a thing ever occurred at Vailsburg. There is also to be a five-mile professional handicap, a one-mile amateur handicap and a quarter-mile novice race. The programme for Labor Day afternoon is an especially good one. The first of the increased point races for the professional championship will be held. It will be at a half mile. In addition, there is to be a match race between Iver Lawson and Willie Fenn, the best two out of three heats to decide the winner of a big purse. For the amateurs the big middle-distance championship at twenty-five miles will form the attraction, and there will be a half-mile open for the Simon pures, too. The novices will meet in the usual quarter-mile.

France Has 1,523,458 Bicycles.

France is one of the few countries, if not the only one, that places a tax on the cyclist, so that it is in turn the only country in which reliable statistics of the number of bicycles in use are to be had. During 1904 the number registered reached the very respectable total of 1,520,458. But all are not taxed, and if to this figure is added the number that are for one reason or another exempt, such as the fact that they are used for state or military purposes or the very obvious one of their owners having succeeded in evading the tax collector, it is conservative to estimate that the total number of bicycles in use in France is at least 200,000 in excess of the figure given. Out of the above official total Paris claims 271,321.

PLANNING GIGANTIC PARADE

Bronx Bicyclists and Motorcyclists to Give New Yorkers a Pageant on Sep. 11.

Bicyclists and motorcyclists of the Bronx, New York City, are combining to complete the plans for a gigantic parade which is to be held on Monday evening, September 11, and which is expected to eclipse everything in its line which has ever been seen in Greater New York. Preparations are now nearing completion, and the preliminary work of organization is now well in hand. The officers and marshals have been chosen, the prize list made out, and the route laid out by a committee of men who are thoroughly familiar with the needs of the case, as well as all the ground which is to be covered. Makers and dealers who are interested in the work, have contributed liberally toward the movement and have promised their support in carrying out the plans of the organization.

The course of the parade, which lies along smooth asphalted pavement for its entire distance, and traverses the best residential section of the Bronx, will be from the starting point, at the corner of Lincoln avenue and 135th street, north to 138th street, east to Alexander avenue, north to 143d street, west to Morris avenue, north to 156th street, east to Courtlandt avenue, south to 144th street, east to St. Ann's avenue, south to 138th street, west to Willis avenue, north to 143d street, west to Judges' stand at Alexander avenue and Third avenue.

Everywhere will be unique and pleasing decorations, upon the houses by the way, so that the affair will take on something of the aspect of a carnival. To secure the co-operation of the residents and land-holders along the route, a handsome prize will be given to the tenant of the most attractively adorned house. To secure the co-operation of the various New York cycling clubs and the numerous unattached riders as well as the members of the organizations which have pledged themselves to turn out in force, a most comprehensive list of prizes has been prepared, which includes an award for almost everything that is spectacular, odd or extraordinarily beautiful, as well as showings which indicate particular interest and zeal in the work. There will be a prize for the club with the largest number of motorcyclists in line, and another for the best appearing individual motorcyclist. There will be a prize for the largest rider, and another for the smallest, and so on. Nor will the ladies be neglected, for several prizes are offered for riders of the fair sex who excel in one way or another.

For a number of years it was the custom to hold an annual parade of wheelmen in New York City, but for the last two or three years it has been allowed to go by the board for lack of organizers. Every effort is now being made by the cycling clubs of the Bronx, however, to put into it the old time snap and vigor, and there can be no doubt that it will be by far the best demonstration of its sort ever seen here.

KRAMER AND LAWSON TIE

Whirlwind Finish at Vailsburg—Lawson Refuses to Ride Decisive Heat.

There was some very unsatisfactory racing at the Vailsburg board track last Saturday night, 26th inst., not particularly in the racing itself, but in what followed the one-mile professional events for points in the National Circuit championship, when Iver Lawson refused to ride the tie off with Frank Kramer.

Iver Lawson, W. R. Lee, Menus Bedell and Ernst Lang lined up for the first trial heat. Bedell's wheel slipped and he went off the track in the first lap. Lawson had little trouble in beating Lee to the tape. George Schreiber attempted to run away from the bunch in the next heat, but Floyd McFarland and Fenn overhauled him, "Long Mac" crossing the tape first. The third heat was taken in clever style by Oliver Dorlon, of "hoss an' wagon" fame, with Root second. Kramer, Fogler and Krebs were the principal contenders in the fourth trial heat. A sensation was sprung on the third lap, when the "Flying Dutchman" tried to lose his opponents in the back stretch. Joe Fogler, the Brooklyn sprinter, went after him, and in one of the prettiest sprints witnessed for some time overhauled the Newark German. Kramer beat Fogler to the tape, although he had to work to do it.

McFarland had the pole in the first semi-final heat, with Lawson, Fenn and Lee next in order. The surprise in this heat was that Lee beat Lawson to the tape and Fenn trailed in third, too late to qualify. Lawson and Fenn both protested Lee, saying that he had fouled them on the back stretch, but the officials did not notice anything wrong, and allowed the finish to stand. Kramer only took the second semi-final heat by inches from Dorlon.

A ripple of surprise floated through the grandstand when it was announced that Kramer and Dorlon would team in the final heat. This put Lawson in a bad way, for he, like all the other riders, is at swords' points with Lee. Things looked bad for the Swede when the riders started on their mile journey, for Lee rode alongside Kramer, thus hemming Lawson in. Dorlon, however, gave the champion the best that was in him and unwound a sprint that caused Lee to fall back to the rear. In the backstretch of the bell lap Lawson suddenly unwound a sprint that carried him past the Kramer-Dorlon team. Lawson was far ahead at the turn into the stretch, when Dorlon let Kramer go past after the Flying Swede. Never before in the history of the famous old board track was such a soul-stirring finish witnessed. Kramer rode like a man possessed, and his legs shot up and down like piston rods.

On the riders came! Kramer was slowly gaining! Now he and Lawson are abreast five yards from the tape! Every man and

woman in the grandstand is yelling like mad and acting like a crazy person. "Kramer wins! Lawson is ahead!" are the frenzied yells of the excited crowd as the two champions flash over the tape neck and neck.

It was a dead heat, so the judges said, and their decision was hailed by the crowd with cheers. The rules of the N. C. A. state that in case of a dead heat the riders in a tie shall ride it off. This was told the riders, but McFarland, who is acting as Lawson's manager, told him not to ride, as it would lessen interest in the match race that Lawson and Kramer had scheduled for the next night meet. For the sake of the sport, the tie should have been ridden off, but as Lawson obdurately refused to ride, Kramer circled the track four times and was awarded



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first money and the coveted five points. Dorlon easily beat Lee to the tape for third place. After the race a stormy meeting between Lawson, McFarland and the officials took place, and Lawson emerged from the box office visibly affected.

The "Old Man" spotted a ringer in the novice race at one-half mile—H. F. Kuehne, of New York. It was discovered that the New York rider had won his novice before, so, of course, he was not permitted to line up for the final heat. Louis Thomas crossed the tape first, with Carl Ericson, of the Monitor Cycling Club, a close second. E. Thomas was third. The time was 1:11 2-5.

In the five-mile handicap for the money chasers W. S. Fenn and John Bedell were the lone scratch men. The handicapper had arranged the riders in three groups, and for a time it looked as though the long markers would lap the scratch men. Fenn came nobly to the rescue, and by doing more than his share of the "donkey work" succeeded in overhauling the limit men at three miles. Credit must be given to Joe Fogler, however, for the Brooklyn boy pulled Fenn through the

bunch, so that it was an easy matter for "Wee Willie" to sprint to the tape well ahead. W. R. Lee (180 yards) finished second, Menus Bedell (180 yards) was third and Oliver Dorlon (180 yards) followed for fourth place. Time, 12:08 2-5. George Schreiber captured the lap prize, leading the bunch for six laps.

The unknown distance race for amateurs proved one of the features of the meet. Alfred Ashurst, the "Village Blacksmith," crossed the tape first, H. M. Kuehne, of New York, giving him a lively sprint for the place. Harry Vanden Dries, Roy Wheelmen, was third, and Watson J. Kluczek, fourth. The distance was four and three-quarter miles, and the time was 12:04 1-5.

Teddy Billington beat out James Zanes, of the National A. C., in a blanket finish in the quarter-mile open for the Simon pures. Alfred Ashurst crossed the tape third and George Wiley, the midget from Buffalo, finished fourth. The time was 0:32.

Summaries:

Half-mile novice—First heat: E. Thomas, first; Peter J. Baum, second; J. F. Kuehne, third; time, 1:12 1-5. Second heat—Louis Thomas, first; J. Cox, second; Carl Ericson, third; time, 1:12 2-5. Final heat: Louis Thomas, first; Carl Ericson, second; E. Thomas, third; time, 1:11 2-5.

One mile, open, professional, for points in National Circuit championship—First heat: Iver Lawson, first; W. R. Lee, second; time, 2:34 2-5. Second heat—Floyd McFarland, first; W. S. Fenn, second; time, 2:29. Third heat: Oliver Dorlon, first; E. F. Root, second; time, 2:39 2-5. Fourth heat: Frank Kramer, first; Joe Fogler, second; time, 3:21 4-5. First semi-final heat: W. R. Lee, first; Iver Lawson, second; time, 2:10. Second semi-final heat: Frank Kramer, first; Oliver Dorlon, second; time, 3:32 3-5. Final heat: Dead heat between Kramer and Lawson; W. R. Lee, third; Oliver Dorlon, fourth; time, 3:32. Deciding heat: Walkover for Kramer; time, 2:29 2-3.

Quarter-mile open, amateur—First heat: Teddy Billington, first; Walter J. Kluczek, second; W. J. Cullen, third; time, 0:33 2-5. Second heat: Henry Van Dendries, first; Geo. Wiley, second; T. B. Burman, third; time, 0:33 2-5. Third heat: James Zanes, first; Alfred Ashurst, second; A. C. Spain, third; time, 0:33 4-5. Final heat: Teddy Billington, first; James Zanes, second; Alfred Ashurst, third; George Wiley, fourth. Time, 0:32.

Four and three-quarter mile open, amateur (distance unknown at start)—Alfred Ashurst, first; H. M. Kuehne, second; Henry Van den Dries, third; Watson J. Kluczek, fourth. Time, 12:04 1-5. Distance, four and three-quarter miles.

Five-mile handicap, professional—W. S. Fenn (scratch), first; W. R. Lee (180 yards), second; Menus Bedell (180 yards), third; Oliver Dorlon (180 yards), fourth. Time, 12:08 2-5. Lap prize winners—George Schreiber (180 yards), 6; George Glasson (320 yards), 4; Ernest Lang (320 yards), 3; Albert Treble (320 yards), 2; John King (320 yards), 2; Joe Fogler (180 yards), 2.

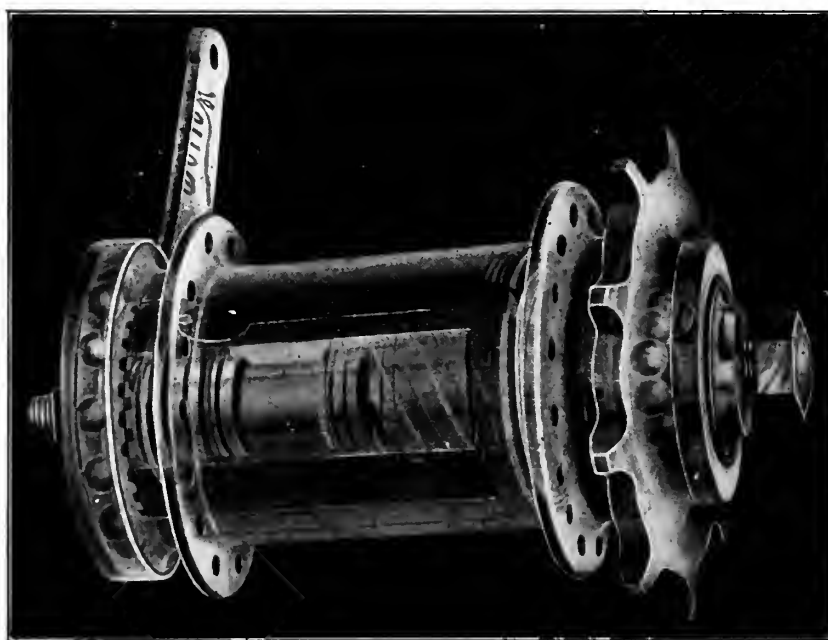
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KRAMER DEFEATS LAWSON

Easy Victory for the Champion in the Match Race at Vailsburg.

That there is a "snake in the grass" somewhere was certainly apparent at the Vailsburg board track Tuesday night, 29th ult., when Frank Kramer defeated Iver Lawson in two straight half-mile heats. It was not Lawson's defeat that brings out this assertion, for there are many who expected that Kramer would lead the ex-world's champion across the tape, but it was apparently a case of "lay down" on Lawson's part. No one who has witnessed the close races the Swede has given the East Orange rider this season could imagine for a moment such a reversal of form as Lawson showed.

The several thousand people who paid double admission—the management had made the mistake of increasing the rates—to witness what was supposed to be "the" match of the year were sorely disappointed at the result. Lawson had been touted as the champion's most formidable opponent, and the match was generally looked upon as the greatest event of the season. Kramer won the first heat with such ridiculous ease that the "fans" who espoused Lawson's cause merely winked an eye and said that he was just holding back. Instead of jockeying for position, the Buffalonian set the pace all the way, and Kramer crossed the tape over a length ahead without apparently asserting himself.

It was the same way in the second heat. Lawson assumed identical tactics and deliberately took the pole, which, by the way, he was not entitled to. Kramer said nothing, however, and Lawson again set the pace. Kramer went past Lawson at the stretch turn, and both men might have walked down the straight, so far as speed was concerned.

W. S. Fenn was surprised at the poor showing put up by Lawson. Lawson had been beating Fenn whenever he felt like it, and the former in his match race with Kramer a week ago put up a far better showing than did Lawson.

As the widely advertised match race proved so devoid of interest, the real entertainment was in the quarter-mile amateur event for points in the national circuit championship. The Boston riders—Matt Downey and A. W. McDonald, who carried off most of the points in the race held at the Beanery last Saturday night, did not figure in the race at Vailsburg. James Zanes, National A. C.; Edward Rupprecht, New York A. C.; Teddy Billington, N. A. C.; Alfred Ashurst, Newark; Charles Sherwood and Charles Franks, New York A. C.; Harry Vanden Dries, Roy Wheelmen, and W. J. Cullum, Newark, qualified for the semi-final heats. One of the surprises occurred in the fourth trial heat. A measly little toad—not of the horned variety, either—jumped on the track in front of Fred Ernst's wheel, and the New York A. C. rider took a cropper. A. W. MacDonald, who was just behind Ernst, went down also. The funny part of the accident was that the judges did

not notice the fall until the other riders had ridden the lap, too late to restart the heat.

Billington captured the first semi-final heat from Zanes and Franks, and Sherwood showed the way to the tape in the second heat. Billington had the pole in the final heat, with Franks, Zanes and Sherwood next in order. Billington, or the "Pride of Vailsburg," as he is fondly designated by the "fans," jumped into the lead at the crack of the pistol. At the turn into the stretch all four riders were abreast, and they came down the stretch neck and neck. They finished so close that a blanket would have covered them all. Billington was the first across the tape and Zanes was second. These two riders represent the National A. C. of Brooklyn. Sherwood was third and Franks fourth.

W. R. Lee and Floyd Krebs teamed in the two-mile handicap for professionals, as did E. F. Root and John Bedell. Fenn was the lone scratch man, and was introduced as the greatest handicap rider in the world. He at once proceeded to make good his title by reeling off the first quarter from a standing start in the fast time of 29 seconds. Floyd Krebs was leading at the bell lap, and Fenn was caught in a pocket, but Fogler unwound a sensational sprint that caused the Newark German to fall back and Fenn to extricate himself. Fogler was going great guns, and Fenn was only able to beat him to the tape by inches. Menus Bedell finished third and Lee fourth.

The five-mile amateur handicap furnished good sport and several mishaps. Sherwood miscalculated his strength and wore himself out at the start. Zanes and A. W. McDonald were compelled to retire because of broken chains. On the backstretch of the last lap Downey, the Boston lad, made a great bid, coming through on the pole, but was beaten by Rupprecht at the tape. Franks got third and Ashurst fourth. Summaries:

Three-quarter-mile novice—First heat—Harry Barnett, first; Otto Kalmer, second; William Davis, third. Time, 2:11 2-5. Second heat—B. Neuschaefer, first; W. Koesling, second; Eugene Battaille, third. Time, 2:12. Final heat—Harry Barnett, first; B. Neuschaefer, second; Eugene Battaille, third. Time, 2:05 4-5.

Quarter-mile open, amateur; for points in national circuit championship—First heat—James Zanes, National A. C., first; Edward Rupprecht, N. Y. A. C., second. Time, 0:33 4-5. Second heat—Teddy Billington, N. A. C., first; Alfred Ashurst, second. Time, 0:33 2-5. Third heat—C. A. Sherwood, N. Y. A. C., first; Charles Franks, N. Y. A. C., second. Time, 0:33 3-5. Fourth heat—H. Vanden Dries, Roy W., first; W. T. Cullum, Newark, second. Time, 0:32 4-5. First semi-final heat—Teddy Billington, N. A. C., first; James Zanes, N. A. C., second. Time, 0:31 2-5. Second semi-final heat—Charles Franks, N. Y. A. C., first; C. A. Sherwood, N. Y. A. C., second. Time, 0:32 3-5. Final heat—Teddy Billington, N. A. C., first; James Zanes, N. A. C., second; C. A. Sherwood, N. Y. A. C., third; Charles Franks, N. Y. A. C., fourth. Time, 0:32 3-5.

Match race between Frank Kramer, East Orange, and Iver Lawson, Buffalo—Half-mile heats, best two in three—First heat—Won by Kramer. Time, 1:41 2-5. Second heat—Won by Kramer. Time, 1:41 2-5.

Two-mile handicap, professional—W. S. Fenn (scratch), first; Joe Fogler (90 yards), second; Menus Bedell (60 yards), third; W. R. Lee (120 yards), fourth. Time, 4:10 2-5. Lap prize winner—George Glasson (180 yards), 4.

Five-mile handicap, amateur—Edward Rupprecht (scratch), first; Matt Downey (scratch), second; Charles Franks (50 yards), third; Alfred Ashurst (150 yards), fourth. Time, 11:59 1-5. Lap prize winner—Alfred Ashurst (150 yards), 10.

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Indians were again 1st, 2nd and 3rd.

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FUNNY WORK AT REVERE

New York Riders Charge Unfairness—Ernst and Rupprecht Each Win Heats.

Two amateur champion events were the features of the meet at the Revere Beach eight-dap track at Boston last Saturday night, 26th inst. According to the members of the New York Athletic Club team, they did not get a square deal from the Boston riders nor from the officials. Fred Ernst's first in one race and Rupprecht's fourth in another were the only points the New York contingent scored. In order to accomplish this, however, the Mercury foot riders assert, the officials allowed their riders to commit innumerable fouls without disciplining them, and when they protested were cut short with the curt remark:

"Protests don't go here."

Apart from this "funny work," there was some good riding. In the third mile for points in the national circuit championship Edward Rupprecht, of the New York Athletic Club; J. B. Coffey, A. W. McDonald, of Boston, and E. L. Collins, of Lynn, qualified for the final heat. Rupprecht was leading at the bell, and Coffey, who was second, so reports from Boston state, quickly switched down and bumped into Rupprecht. Both riders went down and their wheels were smashed. Coffey was immediately supplied with a machine with which a trick rider had been previously doing stunts on the track, while Rupprecht had to shoulder his broken machine and run to the tape. The race was decidedly interesting between the two, as the wheel Coffey had was only geared to 32 and Rupprecht is a sprinter of no mean ability. The New York Athletic Club rider led to within a few inches of the tape, when he fell exhausted and Coffey finished third. McDon-

ald was first and Collins second. Time, 0:41 4-5.

Fred Ernst was the victim of some clever jockeying in the final heat of the two-mile open, when he had three Bostonians pitted against him. At the start Ernst took the lead, with Downey tacked on his wheel; Coffey third and Connolly fourth. In this order they circled the wooden bowl, Ernst setting the pace for fourteen laps. Then he slackened his pace, and Coffey went out, with Ernst lapping his rear wheel waiting for the sprint. Swinging into the last turn, the fine Irish hand of the Hub trio was made apparent. With a quick turn up Coffey carried Ernst wide, letting Downey through on the pole. Coffey quickly swung back on Downey's rear wheel. Ernst was left in third position without a pacemaker, and, though he beat out Coffey, he was euchred out of first place by Downey. Time, 5:47.

Hugh MacLean, of Chelsea, Mass., defeated James Moran by one and one-half laps in a twenty-five mile motor-paced race. The time was 34:41 3-5. Summaries:

One-third-mile open, amateur; for points in national circuit championship—First heat—won by J. B. Coffey, South Boston; Charles Franks, N. Y. A. C., second. Time, 0:43. Second heat—Won by C. A. Sherwood, N. Y. A. C.; E. A. Rupprecht, N. Y. A. C., second. Time, 0:40. Third heat—Won by Fred Ernst, N. Y. A. C.; A. W. McDonald, Boston, second. Time, 0:39 3-5. Fourth heat—Won by E. L. Collins, Lynn; D. Connolly, Boston, second. Time, 0:41 3-5. First semi-final heat—Won by Rupprecht; Coffey, second. Time, 0:40 2-5. Second semi-final heat—Won by E. L. Collins; McDonald, second. Time, 0:39 4-5. Final heat—Won by A. W. McDonald; E. L. Collins, second; J. B. Coffey, third. Time, 0:41 1-5.

Two-mile open, amateur; for points in national circuit championship—First heat—Won by Matt Downey, Boston; J. B. Coffey, Boston, second. Time, 1:09 4-5. Second heat—won by C. A. Sherwood, N. Y. A. C.; J. J. McKimmon, Boston, second. Time, 1:07 1-5.

Third heat—Won by E. Rupprecht, N. Y. A. C.; W. G. Holbrook, Boston, second. Time, 1:08 1-5. Fourth heat—Won by Fred Ernst, N. Y. A. C.; D. Connolly, Boston, second. Time, 1:05 4-5. First semi-final heat—Won by Matt Downey; J. B. Coffey, second. Time, 1:05 1-5. Second semi-final heat—Won by Fred Ernst; Dennis Connolly, second. Time, 1:09 4-5. Final heat—Won by Matt Downey; Fred Ernst, second; J. B. Coffey, third. Time, 5:47.

Twenty-five miles, motor-paced professional—Hugh MacLean, first; James F. Moran, second. Time, 34:41 3-5.

Walthour's Ill Luck Abroad.

Evidently Bobby Walthour has not found a new horseshoe since his reinstatement, for things have consistently gone against him on his Continental tour, his ill luck having been worst in the "Fatherland."

Defective pacing is said to lie at the bottom of it all. At Dresden on August 13th he finished a long way behind in a 62½ mile race against Darragon, Contenet, and "Rosy," which is an abbreviation of half a yard of Teutonic, utterly unpronounceable by the alien. Darragon, who was prime favorite, fulfilled expectations with a brilliant win, "Rosy" being second, and Contenet third. Darragon's time, 1 hour, 15 minutes, 49 3-5 seconds.

Dates for "Wheel Around the Hub"

The 410th call for the run of the Boston Bicycle Club, founded February 11, 1878, and the annual "Wheel Around the Hub," will take place on September 8, 9 and 10. The start will be made on Friday, at 10 a. m., at the corner of Warren street and Walnut avenue, Roxbury, Mass. The committee in charge are W. B. Evart, chairman; J. J. Fecitt and August Nickerson.

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The Week's Patents.

797,041. Bicycle Handle Bar. Samuel Angrove, Kingston, Canada. Filed December 15, 1904. Serial No. 236,994.

Claim—1. In a bicycle handle bar, the combination with the stem and upper collar attached to or forming part of the same and provided with upwardly extending jaws and the tubular socket fitting into the stem and provided with a top rim by which it is supported on the top of the stem and an extension plug extending into the bottom of the stem, and a split sleeve adapted to receive the handle bar and provided with a depending cam shaped portion adapted to extend for

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the major portion above the stem and having a back stop designed to contact with the stop between the jaws, or a plug fitting within the upper portion of the tubular socket and having the upper end rounded and adapted to receive a wrench, and a socket in the lower end, a stem having a square or like upper end adapted to fit in the socket in the plug and a central enlarged portion, and a reduced lower end designed to extend freely through the bottom of the tubular socket and having a thread beneath the socket designed to extend into a corresponding hole in the extension plug and a spiral spring surrounding the stem and extending between the bottom of the plug and the bottom of the tubular socket, as and for the purpose specified.

797,046. Lubricator. Herman Casler, Canastota, N. Y. Filed October 25, 1904. Serial No. 229,893.

Claim.—In a lubricator, the combination of an air-tight reservoir adapted to contain a supply of oil, having a filling aperture, a removable closure for the opening, a chamber to receive oil from the reservoir, a conduit extending from the reservoir into the chamber, and an automatic valve for cutting off the flow of oil through the conduit when the filling-aperture is opened, as set forth.

797,072. Bicycle Saddle. Harry M. Perkin, Los Angeles, Cal. Filed September 10, 1903. Serial No. 172,547.

Claim.—1. A bicycle saddle comprising a U shaped spring and a seat pivoted to the free end of said spring, the bend of said spring forming a support for the rear end of the seat and the pivot of the seat being substantially under the centre of the seat in the riding position to allow automatically unrestrained longitudinal tilting movement thereof by the weight of the person seated thereon without change of position on part of rider.

797,084. Flexible Power Transmitting Ring Clutch. George F. Sturgess, Leicester, England. Filed November 11, 1903. Serial No. 180,744.

Claim.—1. In a device of the character described, the combination of a fixed bearing having a conical projection, a hub, ball bearings on which said hub is entirely supported when not driven or acted upon by the brake, a driver, a flexible transmitter, a screw connection between the driver and flexible transmitter for moving the latter longitudinally in one direction to frictionally and yieldingly engage the hub for driving, and in the other direction to entirely free the hub for running and connect the transmitter frictionally with the conical projection of the bearing, backward movement of the driver serving to expand the flexible transmitter to apply a yielding frictional brake.

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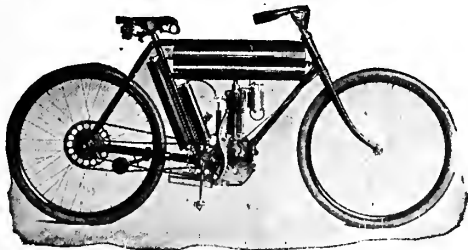
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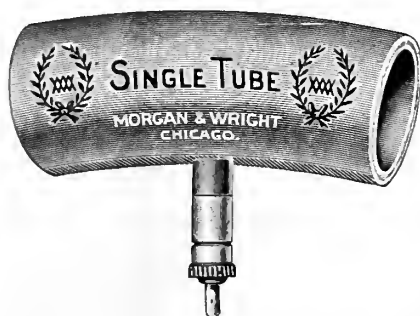
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The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LI.

New York, U. S. A., Saturday, September 9, 1905.

No. 24

CAUSES NO LOSS HERE

Germany's Growth in Export Trade Continues—Great Britain also Makes Gains.

Not only is there no sign of halting in the long sustained upward movement of Germany's export cycle trade, but if anything it seems to have attained greater force. For the six months ending with June, the business reached a volume of 3,655 tons, valued at \$4,114,500, as against only 2,510 tons, value \$2,991,500, during the corresponding period of 1904. Denmark, Holland, Austria-Hungary and Switzerland, in the order named, are the largest buyers of the German goods.

Like Germany, but in lesser measure, Great Britain continues to more than hold its own in the matter of exports. Its foreign shipments during July were valued at £74,831, as against £59,892 during the same month last year. It was the best July showing since 1898. The record for the seven months ending with July also is the best in seven years. During that period 23,017 complete machines have been exported, their value being £153,047; parts were responsible for £372,246, the combined total—£525,293—comparing with only £429,212 in the corresponding period of last year and £521,611 in the first seven months of 1903.

Woodard to Succeed Randolph.

H. J. Woodard will be the new manager of the Diamond Rubber Co.'s New York branch, succeeding S. F. Randolph, who is "going into" automobiles on his own account. Although a new man to the tire trade, Woodard is not new to the Diamond interests, having been for four years in charge of the mechanical goods department of the Diamond branch in Pittsburg. He is also a brother of that "wise one," O. J. Woodard, who held the New York berth until called into the higher councils of the company.

Dunn Gets a Silver Service.

Up in Chicopee Falls, Mass., and wherever else the Fisk Rubber Co.'s interests are established, they know how to appreciate Harvey T. Dunn, the president of the company. Evidence of it came to light at the close of the recent annual conference of the Fisk branch managers and travelling salesmen,

when in their names there was presented to Mr. Dunn a handsome silver service. As one of the donors stated the case: "It would be a pretty hard job not to like Dunn, even if you tried to do so."

End of the Eagle.

The Eagle Bicycle Mfg. Co., Torrington, Conn., is no more. It has been sold to and loses its identity in the Progressive Mfg. Co., of the same place, which will not continue the manufacture of bicycles. The last mentioned concern was an offshoot of the Eagle interests that made bolts, rivets, etc.; it was capitalized at \$5,000. This has been increased to \$100,000, and John F. Alvord elected president and George E. Hamman secretary and treasurer. In addition to bolts and rivets, they will manufacture the Eagle gasoline engines. The Eagle company, the end of which is marked by this deal, was organized in 1888, and played its full part in making cycling history.

Hendee to Stay in Springfield.

The Hendee Mfg. Co. will not remove from Springfield, Mass., after all. They finally have obtained the needed "elbow room" in that city, having leased the building on State street previously occupied by the technical high school, of which they expect to be in possession October 1. It will more than double their floor space and facilities.

Mexico to Have a Factory?

A Mexican paper states that Rafael Pardo, on behalf of L. C. Browne, has applied to the Department of War for a concession to establish in that country a bicycle factory. Just who the interesting Mr. Browne is, or who he represents, has not been learned.

Diamond Rubber Men in Conference.

The annual conference of the managers and travelers of the Diamond Rubber Co. is taking place this week. It is, of course, occurring at the big factory in Akron.

Pennsylvania Building an Addition.

The Pennsylvania Rubber Co. is erecting a 100 by 75 feet addition to their plant at Jeannette, Pa. It is of brick, three stories in height.

The Retail Record.

Tompsonville, Mass.—Klein, Brown & Co., fire; damage slight.
Oakland, Cal.—William Levy, new store, No. 230 San Pablo avenue.

TO EXTEND EXPORT TRADE

Plans for a Floating Exposition—American Goods to be Exhibited in Foreign Ports.

The "American Floating Exposition" is the style of a novel and interesting enterprise designed to extend the American export trade which has been outlined by the Export Shipping Co., of New York, and the plans of which are so far advanced and appear to have been so well received as to practically assure the success of the project, which merits, even if it fails to receive the attention of the cycle trade.

Briefly, the idea is to charter and equip a large steamer and furnish space thereon to American manufacturers to display their products on a voyage around the world of some 60,000 miles, stopping at all of the principal ports, and affording time and opportunity to "show goods and do business." The voyage will occupy about fifteen months, and it is estimated that, including exhibition space on the boat and the expenses of a representative of each manufacturer participating, the cost will closely approximate \$2,000. As far as possible no conflicting wares will be permitted to be shown.

The itinerary includes stops at the principal ports of Great Britain, Russia, Sweden, Norway, Denmark, Germany, Holland, Belgium, France, Spain, Portugal, Italy, Austria, Greece, Turkey, Bulgaria, Egypt, India, China, Japan, Australia, New Zealand, Ecuador, Peru, Chile, Uruguay, Brazil, the northern South American countries, Central America and the West Indies, making a sea voyage of about 60,000 miles.

The ship is to be equipped with three decks for purposes of displaying samples of what the United States has to sell to her neighbors, and the space available for the purpose is about 30,000 square feet.

On the first or shelter deck will be shown samples of industrial art and novelties of all kinds, such as small tools, hardware and articles of small bulk. The second or upper decks will be devoted to agricultural implements, vehicles, musical instruments and other bulky articles, while the third deck will contain machinery and heavy articles. On this deck both steam and electric power will

be developed and supplied to the exhibitors throughout the vessel so an actual working sample of machine demonstrating its uses can be shown.

The saloon deck will contain dining rooms, smoking rooms, library and school room, and the promenade deck has cabin capacity for the 200 representatives who will accompany the exhibits for the purpose of exploiting the goods on exhibition.

The undertaking is not based on the principle that the manufacturers who engage in the trip are to make deliveries of goods sold, as the rules provide that the exhibits must not be sold or given away, but shall remain intact, and be on display at each port where the steamer may stop. These stops will be of from two to seven days' duration, and during this time the ship will be thrown open to the inspection of invited guests who will comprise the leading merchants of the countries visited.

The invitations will be distributed by the branch houses of the Export Shipping Company in each country, the United States consular offices, the chambers of commerce and boards of trade, care being exercised to secure the attendance only of responsible merchants and jobbers who are anxious to enter into trade relations with the United States.

It is also proposed to provide banking and postal facilities aboard, and to not only carry interpreters, but to print, in the language of each country, a catalogue showing the name of each exhibitor, the name of his representative, the position of the display in the ship, and a full description of the goods exhibited. All firms participating will be required to conform to reasonable rules, and the representatives on the ship will be afforded opportunity to acquire a knowledge of French, Spanish and German, and are expected to improve it.

The expense of the trip is to be borne entirely by sale of space on a mutual basis. The available space is 20,000 square feet and the price is fixed at \$50 per square foot. The prospectus of the promoters shows in detail the estimated expenses, and the surplus remaining at the termination of the trip is to be returned to those who participate pro rata. It is expected that the net cost of space will not exceed \$35 per square foot of space and \$500 for meals and incidental expenses of the representative. This, on a basis of 40 square feet of space, means that the entire cost for traveling expenses and showing samples will be about \$5 a day.

The exhibits will be cared for and all necessary janitor service, lighting, and a limited amount of power for working exhibits will be furnished without extra expense.

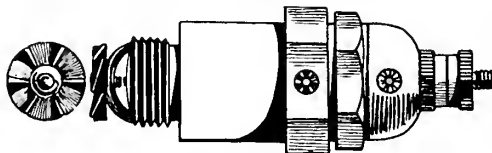
"This plan of ours is not designed as a money-making scheme," say the promoters. "Each manufacturer contributes according to the amount of space he occupies. The money is deposited in a trust company and the expenses paid out on proper vouchers only, the amount left over at the completion of the trip being distributed pro rata among the exhibitors. Our interest is to increase the trade

of this country and thereby increase our own business, as we now get a certain percentage of the export trade, and we figure that by this means we can largely increase the proportion that comes to us."

If the initial effort proves a success, it is intended that the "exposition" shall become an annual fixture.

Self Clearing Spark Plug

Evidently believing that sooted spark plugs are frequent, which is no longer the case, a Frenchman with time and ingenuity to waste has "come to the rescue" with a novel device—a plug to which is affixed a tiny fan, designed not only to prevent the deposition



of soot and lubricating oil upon the sparking points, but also to aid in mixing the gases thoroughly as they come into the cylinder. As will be seen from the illustration, the fan is placed on the centre of one of the contacts which bridges the other in the form of an arc, and is accordingly entirely free to revolve.

How to Adjust a Piston Ring.

More than one tyro has learned to the cost of his pocket that it is by no means an easy matter for one inexperienced in such work to put a piston ring into its place in the grooves on a piston. One of the tricks of the trade, not known to all on the outside, is that of using an old hacksaw blade, broken into pieces two or three inches in length and placed around the piston at equal intervals and parallel with its axis. These are held in place by means of a string, which is wound around the piston and firmly tied. By slipping the ring carefully down over these it is expanded to the required size with little or no danger of breaking it, and naturally falls into the groove in the piston as it is pushed downward. If several rings are to be put in place the lowest should be put on first, the saw blades being allowed to cover the slots of the others, thus forming a bridge over which it is slipped into its proper position. Piston rings are very delicate, and have to be handled with extreme care or they break without apparent provocation.

New Method of Testing Lubricants.

What is claimed to be an important method of testing lubricating oils with regard to both their viscosity at particular temperatures and their internal frictional resistance at particular temperatures and velocities has recently been devised by a German electrical concern. The apparatus used is simple. It consists of a closed receptacle in which a fan, allowing only a small clearance, is made to revolve. Readings are taken from a vertical communicating tube affixed at each end of the chamber, the oil when at rest rising to about the

middle of the tubes. When the fan is started the frictional resistance causes the oil to rise in one tube and to fall in the other, and the difference in the levels of the fluid columns, taken in conjunction with the specific gravity and temperature of the oil and the velocity of motion, affords a measure for the internal frictional resistance of the lubricant. The fan is driven by a small electric motor, the speed of which is variable within wide limits, so as to afford a convenient means of determining the connection between the frictional resistance and the velocity; and the bath surrounding the oil chamber, which may be heated electrically or in some other suitable manner, provides means of testing oils at different temperatures. The energy consumption of the motor also furnishes a measure for the viscosity of various lubricants used under similar conditions—that is, when temperature and speed are the same—or a particular oil may be tested at different temperatures with a constant speed. The speed of the motor is regulated by finely graduated resistances, and the revolutions are counted by a speed counter, while the energy used is indicated by an amperemeter and voltmeter, and the temperature by thermometers. The result of the test is readily ascertained after a few readings.

Here is a "Self Contained Vulcanizer."

A. Adamson, Akron, Ohio, has brought out what he styles a "self contained vulcanizer," adapted for repair shops where steam pressure is not available. In this case the heat is obtained by two special gas burners applied to the bottom of the press, which is of boiler plate, and in which steam is generated. This heats the top plate, which is made of cast iron, and upon this the part of the tire to be vulcanized is placed. The tire is held in position by means of a wrought iron bar and a counterweight. Several tires may be vulcanized at the same time, and if necessary a repair in a mold section can be vulcanized, taking a little longer time for the cure. The press is fitted with a steam gauge.

"Ideal Speed Machine" for Britons.

One of the British manufacturers has just brought out what he terms "the ideal speed machine for road use." The most striking feature of it is that it has a 26-inch front and a 24-inch rear wheel. The advantage claimed for the latter is that it "brings the rider nearer the ground, thus dispensing with the use of a step," and also "increases rigidity." The handle bars are 24 inches wide. The machine, equipped with two rim brakes, a two-speed gear, mud guards and other road equipment, weighs 24 pounds.

Velling Headlights in Foggy Weather.

Some one abroad, who speaks with authority, says that it is of great advantage, both to the rider and to any other persons who may happen to be on the road on a foggy night, to veil the lense of an acetylene lamp with a bit of thin cloth, as, for instance, a handkerchief. In this way, he says, the light is made much more effective under the circumstances.

REAL SPORT AT VAILSBURG

Kramer Wins Half-mile Championship in Hot Struggle—Lawson Defeats Fenn.

In one of the cleanest, prettiest and most exciting races of the season Frank L. Kramer, of East Orange, N. J., won the half-mile championship of America at the Vailsburg board track, Newark, N. J., Tuesday night, 5th inst. Kramer displayed the speed and generalship that has made him champion for the last four years, and won the race against odds which would have "taken the heart" out of a younger and less experienced man.

The meet had been scheduled for Labor Day afternoon, but on account of the rain had been postponed until Tuesday night. Due to a grounded circuit, the lights were not turned on until after 9 o'clock, and it was long past time for all honest men to be in bed before the last event—a twenty-five-mile amateur championship—had been decided. The crowd numbered only about twenty-five hundred. Many came to Vailsburg at the usual time, but, seeing the track shrouded in darkness, decided there would be no races and left.

Iver Lawson, Joe Fogler, W. S. Fenn, Menus Bedell, Floyd Krebs, Floyd McFarland, Frank Kramer and John Bedell qualified for the semi-final heat, and the first quartet lined up for the first heat. Lawson won easily, and Fenn beat out Fogler and Menus Bedell. Floyd McFarland's characteristic ingenuity cropped out in the second heat. "Long Mac" wanted to be doubly sure of getting a place in the final to tie up with his protegee, Lawson, so he and Floyd Krebs teamed, a somewhat unusual proceeding. McFarland's desire was realized, for he came in second, Kramer finishing first.

This apparently put Kramer in a bad way, as it left him without a team mate. Mr. Burnett, Kramer's manager, went down to the training quarters, and, with tears in his optics, begged and pleaded with Fenn to "hitch up" with Kramer. But Fenn wisely refused the flattering inducements, and the riders lined up for the gruelling struggle. Nearly everybody thought it would be a three man combination to defeat the national champion, but all thoughts of this character were rapidly banished when, in the bell lap, Fenn had a chance to pocket Kramer he let him through. As the riders moved away from the tape McFarland jumped into the lead, with Lawson and Kramer behind and Fenn trailing. When the bell sounded McFarland was leading Lawson a terrific clip and Lawson was doggedly hanging on behind. At the eighth pole Kramer began to unwind, and moved up to Lawson's pedal on the outside. Just after rounding the turn into the straight McFarland swung wide and let Lawson through on the pole, Kramer coming up on the outside. Right here is where one of the greatest struggles ever fought on the Vailsburg boards was enacted. First Kramer forged ahead by two or three inches, but Lawson's mighty jump would give him the advantage. On the riders came, riding

NATIONAL CIRCUIT CHAMPIONSHIP POINT TABLE—PROFESSIONAL.

	Kramer	Fenn	Lawson	J. Bedell	Fogler	Dorlon	Krebs	Root	McFarland	Lee
Vailsburg—Half-mile	5	3	—	—	—	—	—	1	—	—
Madison Square—Half-mile	5	3	—	—	—	—	—	—	—	—
Madison Square—Two miles	5	3	—	—	—	—	—	—	—	—
Vailsburg—Quarter-mile	5	3	—	—	—	—	—	—	—	—
Madison Square—Half-mile	5	3	—	—	—	—	—	—	—	—
Vailsburg—One mile	5	3	—	—	—	—	—	—	—	—
*Madison Square—One mile	5	3	—	—	—	—	—	—	—	—
*Vailsburg—Half-mile	10	4	6	—	—	—	—	—	—	—
*Madison Square—Quarter-mile	10	4	6	—	—	—	—	—	—	—
Total	45	22	38	6	4	4	1	1	9	2

NATIONAL CIRCUIT CHAMPIONSHIP POINT TABLE—AMATEUR.

	Downey	McDonald	Billington	Collins	Coffey	Ernst	Rupprecht	Connolly	Zanes	Sherwood	Franks
Boston—One-third mile	5	5	—	3	—	—	—	—	—	—	—
Boston—Two miles	5	5	—	3	—	—	—	—	—	—	—
Vailsburg—Quarter-mile	5	5	—	3	—	—	—	—	—	—	—
Madison Square—Half-mile	5	5	—	3	—	—	—	—	—	—	—
Total	8	5	10	3	4	3	3	1	3	2	2

Points are awarded as follows: For first place, 5; second place, 3; third place, 2; fourth place, 1.
* Increased points.

as they had never ridden before, and the crowd simply went frantic. Applying every ounce of energy he had left in him to the pedals Kramer gave one last herculean effort and reached the mark less than a foot in front of Lawson.

The Lawson-Fenn match was delayed until after the championship, and when these two popular riders walked on the track they were accorded a demonstration almost equal to that given Kramer. The heats were at a half-mile, and Lawson drew the pole for the first. Jockeying tactics were employed from the start, and Lawson proved the better acrobat, for he compelled the "author" to lead off. Lawson reserved his speed for the stretch sprint, and he passed Fenn three inches from the tape.

The Buffalo "crack" had an even easier victory in the second heat than in the first. Lawson assumed the lead and led all the way around, finishing a wheel's length ahead. He won sitting up.

Fourteen amateurs lined up for the middle distance championship, at twenty-five miles, and good time was made by several riders trying to gain laps. It was long after 12 o'clock when the event was finished, but as the race was highly exciting, all the spectators remained until Sherwood sprinted ahead of Ashurst at the finish. The fight between Ashurst and Kluczek for lap prizes was one of the exciting features of the contest. Ashurst placed 26 to his credit, while Kluczek's total was 17. After puncturing his tire on the nineteenth mile of the long grind, Edward Rupprecht made a game attempt to regain the lost ground on a borrowed wheel. That he did not succeed was due to the efforts of his team mate, Charley Franks, who pulled the bunch up to him on no less than three occasions. There is apparently no friendship between riders when a race is at stake. By a brilliant sprint to the tape, C. A. Sherwood, of the New York A. C., beat Alfred Ashurst, Charles Franks, Sherwood's clubmate, finished third. Time, 1:03:05.

Ashurst's great riding was a surprise that is still being marvelled at. In the half mile open he vanquished three such riders as Billington, Sherwood and Franks, the latter three crossing the tape in the order named. Time, 1:36 2-5. Summaries:

Quarter-mile novice.—Romeo Roy, first; Charles Anderson, second; B. Housley, third; time, 0:36 2-5.

Half-mile open, professional, for championship of America (increased points).—First heat—Iver Lawson, first; Joe Fogler, second; time, 1:14. Second heat—W. S. Fenn, first; Menus Bedell, second; time, 1:29 1-5. Third heat—Floyd Krebs, first; Floyd McFarland, second; time, 1:21. Fourth heat—Frank Kramer, first; John Bedell, second; time, 1:51. First semi-final heat—Iver Lawson, first; W. S. Fenn, second; time, 1:13. Second semi-final heat—Frank Kramer, first; Floyd McFarland, second; time, 1:18. Final heat—Frank Kramer, first; Iver Lawson, second; W. S. Fenn, third; Floyd McFarland, fourth; time, 1:16.

Half-mile open, amateur.—First heat—Teddy Billington, Nat. A. C., first; C. A. Sherwood, N. Y. A. C., second; Jacob Magin, Irvington, third; time, 1:13 3-5. Second heat—Charles Franks, N. Y. A. C., first; W. J. Kluczek, Newark, second; Morris Schlee, Newark, third; time, 1:11. Third heat—Edward Rupprecht, N. Y. A. C., first; James Zanes, N. A. C., second; Alfred Ashurst, Newark, third; time, 1:12. Final heat—Alfred Ashurst, first; Teddy Billington, second; C. A. Sherwood, third; Charles Franks, fourth; time, 1:36 2-5.

Special match race between Iver Lawson and W. S. Fenn, half-mile heats, best two in three.—First heat—Won by Lawson; time, 2:29. Second heat—Won by Lawson; time, 1:43 2-5.

Twenty-five-mile open, amateur, for middle distance championship of America.—C. A. Sherwood, N. Y. A. C., first; Alfred Ashurst, Newark, second; Charles Franks, N. Y. A. C., third; time, 1:03:05. Lap prize winner—Alfred Ashurst, 26 laps.

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WHAT

Mr. W. E. BAUM,
Sec'y Chicago Motor Cycle Club

SAYS

OF

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NEW YORK, SEPTEMBER 9, 1905.

Disappearance of the Step.

The rather bald reason given by a foreign manufacturer for the use of a 24-inch rear wheel on an "ideal speed machine for use on the road"—that it "renders the use of a step unnecessary"—not only shows how far apart are American cyclists and their brethren across the pond, but recalls and emphasizes the almost complete disappearance of the step in this country.

It went, when, how and why, no one knows, and, it may well be added, no one cares. It has gone—that is, to all practical intents and purposes—and never is it missed, save, perhaps, by the rawest and most timorous novice. Than the speedman, on the road or off of it, who uses a mounting step, nothing can be more incomprehensible. The chap who dared to mount in that infantile fashion would be laughed off the road by his fellows. In fact, the sight of man or boy mounting a bicycle by the one-legged hop, skip and jump method is now so extremely rare as to be sufficient to cause people to turn and stare when it is seen.

It all seems very curious—this change in the American way of mounting bicycles. Whether it was brought about by woman-

kind demonstrating that steps are not necessary, or by the vogue of the low frame, is merely interesting speculation. But certainly the practice of throwing one leg over the saddle or top tube and pushing off with the other one, whether from the curb against which the bicycle has reposed or from the street or road level, is so much quicker and more graceful and generally more convenient than the mount via the step, with its hop, skip or jump accompaniment that there is no occasion for bemoaning the disappearance of the step.

Blindness of British Prejudice.

After viewing the pictures of a number of American motor bicycles, the Irish Cyclist is of opinion that "British and Irish motorcycle builders have no reason to dread American competition nor anything of value to learn from American design," which may be true, because it is notorious that, so far as anything in cycle form is concerned, it has been rare indeed that any one in the United Kingdom ever has admitted that he could, would or should learn anything from the United States. This despite the fact that the most popular, or at any rate the best selling, bicycle "over there" is a very good imitation of the American article.

More intimate acquaintance with some compact, clean-cut, reliable American motor bicycle minus the multiplicity of levers that mark the cumbersome, unstylish British creations might work a change of Irish opinion, and possibly be of good influence on foreign design and performance. It so happens that we know where there is a carefully preserved letter from an Irish merchant who set aside his prejudices and put such an American machine to the test, and who, after ten or twenty thousand miles of use, said, in substance, that words could scarcely express his satisfaction and delight. He did not hesitate to say that the American article was far superior to anything procurable on his side of the water, but, alas! it was "Made in America," and because of that tight little way peculiar to the tight little Isle it had "no show."

That rallying cry, "Patronize home industry and damn American goods!" has been learned parrotlike and is well heeded. As a result we find an Englishman gravely pointing out that "the motor bicycle of the future" must be something akin to a lumber wagon or young locomotive, with a full load of levers, gears and whatnot so dear to the English heart, and with a motor big enough

and powerful enough to drive either or both the lumber wagon and the locomotive, i. e., one of 6 horsepower.

"Egg Boilers" as Speedometers.

Whether it is put forward as a cheap substitute for the many forms of speedometers now on the market or not does not appear, but an English daily recommends that all who would observe the multifarious and rigidly enforced speed canons of the "tight little isle" for the motorcyclist to carry one of those simple pieces of apparatus somewhat inconsistently termed "egg boilers"—in other words, a three-minute sand glass. By pivoting one of these at its centre on the handlebar and watching it and the mile-stones as they pass, in addition to the minor obstructions, the observer of the law may defy its upholders by taking care that the sand shall not escape entirely between mile-stones. The only directions necessary are to turn half way round every time the top chamber becomes empty. Whether the testimony of an "egg boiler" would be considered competent as against that of the policeman's stop chronometer seems doubtful, for many a "three-minute egg" boiled by this process is sent back to the cook with the sarcastic comment that the breakfast is not on a diet of raw albumen.

Light the Lamps.

Now that the "curtain of night" is again falling at an early hour, it should carry with it suggestions of lamps. Despite the new dangers of the road that have been added by the automobile, the use of unlighted bicycles is still entirely too common. Ordinary prudence and the instincts of self-preservation would seem sufficient to induce every man, woman and child who rides a bicycle after dark to display a light, law or no law. Since this is not the case, the law should step in and compel it. If cyclists are careless of their own safety, because of the noiselessness of their vehicle they owe something to the other users of the road.

John D. Rockefeller has learned to ride a bicycle, and, according to a report from Cleveland, likes it so well that he is losing interest in golf, hitherto his favorite pastime. Use of the bicycle will not make Mr. Rockefeller's hair grow, but it will be strange, indeed, if it fails to improve his famous indulgence. It is just as good for men of millions as for the humblest worker.

LAWSON IS MILE CHAMPION

**His Labor Day Victories on Garden Track—
Fred Ernst Wins Amateur Events.**

Unlimited enthusiasm and excitement, a few accidents and not a little commotion, many surprises and some regrets—these elements constituted the cycle race meet at the Madison Square Garden saucer, New York, Labor Night, 4th inst.

It would be a difficult matter to state just which event was the feature. Suffice it to say, they were all "top-notchers." Perhaps the greatest interest centred in the one-mile championship, the first of the series for increased points, and the winner of which is entitled to call himself the "One Mile Champion of America." In the first semi-final heat Iver Lawson, Floyd McFarland, John Bedell and J. F. Root started. McFarland had the pole, but soon let Lawson set the pace the entire distance, and these two riders qualified. One of the surprises occurred in the second semi-final heat, in which Fenn, Kramer, Fogler and Lee started. As everybody knows, Kramer and Fenn cannot be likened to the fabled Damon and Pythias. When Kramer began his sprint, Fogler stuck to his rear wheel like grim death, and Fenn was caught napping and was shut out.

Previous to this, in the third trial heat, the riders tried to "do" Lee. The result was that Dorlon fell. He filed a protest against the New York rider, claiming the latter fouled him, but, of course, it was not sustained.

The final heat of the championship was in reality a team race between Lawson-McFarland and Kramer-Fogler. The latter team secured the advantage at the start and maintained the lead for three laps. Several times McFarland made supposed attempts to pass, and as Fogler dug into his pedals in a frantic effort to prevent the Lawson-McFarland team from swinging in on the pole, "Long Mac" laughed in his face. On the fourth lap, though, McFarland really began to sprint in earnest and easily passed the opposing combination. It is well known that when the "old man" grits his teeth something will soon happen. McFarland reeled off a sprint that evidently alarmed Kramer, for the national champion tried to pass Fogler on the stretch end of the sixth lap and the pair collided. Fogler and Kramer made no attempt to finish, and Lawson, naturally, crossed the tape in front of McFarland. The crowd gave Lawson an ovation that was heard up at Longacre Square. After the race Kramer, at the instigation of his manager and adviser, filed with Referee Wells a protest as long as a serial railroad ticket from New York to San Francisco. Just what this interesting document contained has not been made public, but undoubtedly it would make interesting reading.

When the bunch lined up for the ten-mile open it was announced that Kramer would

not ride because he had damaged his wheel in his collision with Fogler. McFarland and Lawson, Lee and Krebs and John and Menus Bedell teamed. Root outsprinted Krebs for the first mile prize, and Dorlon led the Newark rider across the tape in the second. Then Lawson had visions of prize money, and before the rest of the riders learned what was going on, the ex-world's champion had placed a lap between himself and the field. Then John Bedell reeled off a spurt that brought him up to Lawson. The fast sprint had been too much for Krebs and Dorlon and they dropped out. McFarland followed this up in the ninth mile by gaining a lap after a long grind. Lawson and John Bedell divided the mile prize money after the second mile. At three laps to go Lawson worked his way to the head of the procession and remained there, winning from John Bedell by over a length. McFarland was third and Menus Bedell fourth. Time, 24:00 2-5.

Fred Ernst, the big and good-natured representative of the New York Athletic Club, carried the winged-foot emblem to the front in both amateur events. In the half mile open, Ernst, Sherwood and Billington were ahead for half the distance, when W. A. Penn, the bald-headed negro, jumped the bunch. Ernst and Sherwood rode around the negro, but Billington tried to cut through on the pole. Penn and the National A. C. rider went down together, but fortunately for Billington he was uninjured. Ernst finished first, with his clubmate trailing. Another spill occurred in the one mile amateur handicap, the negro being the cause. Penn swung down the bank coming into the home stretch and collided with John J. Forsythe. Ernst rode a great race from scratch and crossed the tape with flying colors. William Kafaleakos, 90 yards, finished second, and Penn, who had 120 yards, fell across the line in front of Forsythe.

A sensational spill occurred in the final heat of the half-mile novice. Tony Ventamiglia led at the bell lap, and Fred Gunther was coming on fast. On the Madison avenue turn the Italian boy leaned too far on one side and fell. To avoid running over him, Gunther gave his handlebar a quick turn to the right, which sent him headlong over the outer edge of the bowl to the floor below. When picked up he was unconscious and bleeding from several wounds. After applying restoratives, Dr. Mount sent him to the New York hospital, where it was said he would probably be out in two weeks. Ventamiglia was shaken up considerably, but was able to walk home. Summaries:

Half-mile novice. — E. Widemuke, first; Tony Ventamiglia, second; August Kohaut, third. Time, 1:10.

One mile open, professional, for points in national circuit championship and title of champion of America.—First heat—Floyd McFarland, San Jose, Cal., first; E. F. Root, Boston, second; time, 2:04 2-5. Second heat—John Bedell, Lynbrook, L. I., first; Iver Lawson, Buffalo, second; time, 2:28 4-5. Third heat—W. S. Fenn, Bristol, Conn., first; W. R. Lee, New York City, second; time, 2:36 3-5.

Fourth heat—Joe Fogler, Brooklyn, first; Frank Kramer, East Orange, second; time, 2:31. First semi-final heat—Iver Lawson, first; Floyd McFarland, second; time, 2:26. Second semi-final heat—Frank Kramer, first; Joe Fogler, second; time, 2:40 4-5. Final heat—Iver Lawson, first; Floyd McFarland, second; time, 3:11 4-5. Only two finished.

Half-mile open, amateur.—First heat—C. A. Sherwood, N. Y. A. C., first; J. J. Forsythe, New York, second; time, 1:07 4-5. Second heat—Fred Ernst, N. Y. A. C., first; W. A. Penn, New York, second; time, 1:06 2-5. Third heat—Teddy Billington, National A. C., first; John Peters, Roy Wheelmen, second; time, 1:07. Fourth heat—Harry Vanden Dries, Roy Wheelmen, first; Louis J. Weintz, National A. C., second; time, 1:05 2-5. Fifth heat—Edward Rupprecht, N. Y. A. C., first; August Huron, C. R. C. A., second; time, 1:05. Final heat—Ernst, first; Sherwood, second; Forsythe, third; time, 1:03 1-5.

One mile handicap, amateur.—First heat—Frank McMillan, Castle Point C. (90 yards), first; William Canfield, New York (135 yards), second; Otto Brandes, New York (135 yards), third; time, 2:08 1-5. Second heat—Fred Ernst, N. Y. A. C. (scratch), first; J. J. Forsythe, New York (60 yards), second; D. J. McIntyre, Williamsbridge (135 yards), third; time, 2:06. Third heat—W. A. Penn, New York (120 yards), first; William Kafaleakos, Brower W. (90 yards), second; H. Vanden Dries, Roy W. (60 yards), third; time, 2:06 1-5. Final heat—Fred Ernst, first; William Kafaleakos, second; W. A. Penn, third; time, 2:06 1-5.

Ten mile open, professional.—Iver Lawson, Buffalo, first; John Bedell, Lynbrook, L. I., second; Floyd McFarland, San Jose, Cal., third; Menus Bedell, Lynbrook, L. I., fourth. Time by miles — 2:17 2-5, 4:39 1-5, 6:37, 9:06 4-5, 11:26 2-5, 13:54 4-5, 16:25, 18:51 2-5, 21:31 2-5, 24:00 2-5. Mile prize winners—Root (1), Dorlon (1), Lawson (3), J. Bedell (4).

Walthour a Poor Second at Cologne.

Rather a tame affair was the annual 100-kilometre Germania Prize at Cologne. The only starters were Schmitter, of Germany; Walthour, of America, and Tommy Hall, of England. Up to the ninety-fifth lap Hall led the procession, and then Schmitter took the lead and had an easy victory. In the gathering darkness, which eventually lopped ten kilometers off the intended 100, the German pace follower increased his lead over his opponents and finished over three miles in front of Walthour and nearly seven miles ahead of the English pace follower.

Walthour is having a bad season abroad. On August 20 he lost to Darragon in Dresden; on the 21st ult. Guignard and Schmitter defeated the American in Antwerp; the next night Nat Butler and Lorgin finished in front at Paris, and Sunday, August 27, Schmitter again defeated Walthour.

Chadeayne to Cross Continent.

W. C. Chadeayne, of Buffalo, N. Y., is due to start from New York Monday next, 11th inst., for an attack on the motorcycle cross-continent record. He will ride a 1906 Thomas Auto-Bi and will leave the New York Motorcycle Clubhouse at 9 o'clock A. M. The record stands to the credit of George A. Wyman, of San Francisco, who in 1903 made the eastward journey in 48½ days. Wyman is, indeed, the only motorcyclist who ever has crossed the continent. The automobile record is 33 days.

LAWSON FIGHTS FATE

His Plucky Ride in a Hopeless Race— Kramer's Quarter-mile Championship.

National Champion Frank L. Kramer, of East Orange, N. J., won the final heat of the quarter-mile championship at the Madison Square Garden (New York) track on Thursday night, 7th inst., and thereby added 10 points more to his score in the point table for the national circuit championship. His victory places him at the head of the list, with 45 points, while Iver Lawson, who finished at his elbow in the race, is second in the point table as well, with 38 marks.

The smallest crowd—probably not more than 1,800 persons—witnessed the poorest card of events yet run off in the Garden. The quarter-mile championship was the one redeeming feature. With the weeding-out process of the trial heats completed, Iver Lawson, Floyd Krebs, John Bedell and Oliver Dorlon breasted the mark for the start on the backstretch. At the first turn the rear wheel of John Bedell's machine collapsed, and after the other three men had ridden one lap as hard as they could go, the starter reloaded his pistol and fired two shots for the race to stop. It may have been noticed that several times this season the starter has done exactly the same thing. Lawson drew a lead on his opponents in the restart, and straightway reeled off a clip that brought the spectators to their feet. Dorlon tried to keep the "Flying Swede" in sight and so qualified for the great struggle. The time was 0:29 2-5.

Floyd McFarland could not hold the pace set by Kramer in the second semi-final heat and dropped behind before even one lap. Root was lost in the bell lap, and Kramer outdistanced Fenn on the straight. Time, 0:29 4-5.

As Lawson rode the fastest heat, he was entitled to the pole in the final heat; Kramer was second, Dorlon third, and Fenn on the outside. It was a case of go all the way, and was the prettiest fight for honors that has been witnessed this summer. Lawson jumped into position at the crack of the gun and held his advantage until the bell, though Kramer on the outside was making a superb fight. On the first turn after the gong sounded the champion's magnificent jump brought him abreast of Lawson, and as the pair flashed over the tape, Kramer was a few inches ahead. Fenn was third, and Dorlon fourth. Time, 0:29 4-5.

Lawson took his defeat with his characteristic Swedish stoicism, and did not offer any excuse for it, despite the fact that on the bell lap his saddle gave way under the strain and he battled to the tape standing on the pedals. It gave way under him and he fell to the floor when attempting to dismount. Kramer's victory was popular, however, and he was cheered again and again.

Lawson had only one wheel, and as his broken saddle could not be repaired he did not start in the one-mile handicap. Promoter Patrick Powers—who is never slow about "butting in" on such occasions—asked the officials to discipline Lawson for not starting in the handicap, and this in spite of the fact that the promoter and the Swedish crack are generally regarded as warm friends. The officials announced that they would do so; and perhaps they will. It would be well, though, to bear in mind the fact that on Monday night another rider of national repute damaged his wheel in a collision and did not start in the other event. Nothing was said of disciplining him.

George Schreiber (90 yards), John Bedell (15 yards), Menus Bedell (60 yards) and Floyd Krebs (75 yards) finished in this order in the first heat of the handicap. Kramer was evidently satisfied with his victory in the championship, for he did not even try to qualify, keeping well to the rear throughout the heat. Floyd McFarland (45 yards) won the second heat, with E. F. Root (69 yards), Joe Fogler (35 yards) and W. S. Fenn (scratch) next in order. Fenn and John Bedell teamed in the final heat, and Fenn's donkey work pulled Bedell around to a position where it was an easy matter for him to beat Menus Bedell in the stretch. Krebs was third and Root fourth. Time, 2:01 3-5.

The fastest time for any amateur event at one mile this season was made by Fred Ernst, the popular rider of the New York Athletic Club. Ernst and Rupprecht, his club mate, started from scratch, and by alternating pace overhauled the long markers in the seventh lap. When the gong sounded Ernst showed his calibre by letting out the kinks in his long legs and putting many yards of yellow pine between his rear wheel and the oncoming field. Rupprecht barely managed to cross second. W. A. Penn was third. Time, 2:03 4-5.

Matt Downey and A. W. McDonald, of Boston, were carded to ride an intercity match race against Fred Ernst and Edward Rupprecht, of the New York Athletic Club. As neither of the Boston riders appeared Gus Perden and H. F. Cranston, National Athletic Club, Brooklyn, were substituted. It does not require an imaginative mind to guess the result, as neither of the Brooklyn sprinters has ridden on a banked track more than two or three times. The first heat was at one mile, and the Mercury Foot representatives won handily. Time, 2:14 4-5. The second heat was made an unlimited pursuit, Rupprecht and Ernst starting on the backstretch and Perden and Cranston from the tape. The New York Athletic Club riders overhauled and passed the over-the-bridge team after riding 1 mile 7 laps. The time was 2:16. Summaries:

Half-mile novice—Urban McDonald, first; R. D. Smith, second; W. A. Finger, third. Time, 1:06 3-5.

Quarter-mile national championship (double points)—First heat—John Bedell, Lynbrook, L. I., first; Oliver Dorlon, Sheepshead Bay,

L. I., second. Time, 0:31 2-5. Second heat—Iver Lawson, Buffalo, N. Y., first; Floyd Krebs, Newark, N. J., second. Time, 0:31. Third heat—W. S. Fenn, Bristol, Conn., first; E. F. Root, Boston, second. Time, 0:31 1-5. Fourth heat—Frank Kramer, East Orange, N. J., first; Floyd McFarland, San Jose, Cal., second. Time, 0:31 4-5. First semi-final heat—Iver Lawson, first; Oliver Dorlon, second. Time, 0:29 2-5. Second semi-final heat—Frank Kramer, first; W. S. Fenn, second. Time, 0:29 4-5. Final heat—Frank Kramer, first; Iver Lawson, second; W. S. Fenn, third; Oliver Dorlon, fourth. Time, 0:29 4-5.

Interclub team match race—First heat, one mile—Fred Ernst and Edward Rupprecht, N. Y. A. C., first; Gus Perden and H. F. Cranston, National A. C., second. Time, 2:14 4-5. Second heat, unlimited pursuit—Rupprecht-Ernst, first; Perden-Cranston, second. Distance, 1 mile 352 yards. Time, 2:46.

One-mile handicap, amateur—First heat—Fred Ernst, N. Y. A. C. (scratch), first; Martin Kessler, Harlem W. (105 yards), second; William Canfield, C. R. C. A. (135 yards), third. Time, 2:09 4-5. Second heat—Charles Jacobs, Roy W. (135 yards), first; Edward Rupprecht, N. Y. A. C. (scratch), second; Al. Judge, Roy W. (135 yards), third. Time, 2:03 3-5. Third heat—Urban McDonald, Tiger W. (120 yards), first; W. A. Penn, New York (90 yards), second; H. H. Hintze, New York (150 yards), third. Time, 2:06 2-5. Final heat—Fred Ernst, first; Edward Rupprecht, second; W. A. Penn, third. Time, 2:03 4-5.

One-mile handicap, professional—First heat—George Schreiber (90 yards), first; John Bedell (15 yards), second; Menus Bedell (60 yards), third; Floyd Krebs (75 yards), fourth. Time, 2:08 1-5. Second heat—Floyd McFarland (45 yards), first; E. F. Root (75 yards), second; Joe Fogler (35 yards), third; W. S. Fenn (scratch), fourth. Time, 2:10. Final heat—John Bedell, first; Menus Bedell, second; Floyd Krebs, third; E. F. Root, fourth. Time, 2:01 3-5.

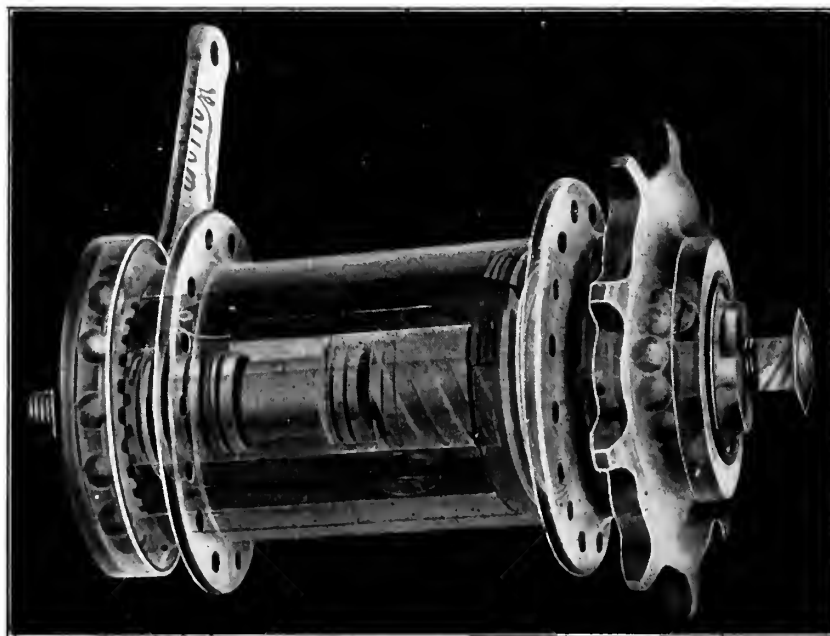
Revere Beach Season Ends

After two postponements on account of rain the 100-kilometre motor-paced race at the Revere Beach saucer, Boston, Mass., has been declared off and the track closed for the season. The race was first scheduled for Labor Day, and then postponed until Monday. As it rained Monday and Tuesday the event has been called off. Hugh MacLean and James F. Moran left Boston this week for Denver, where they will ride the remainder of the season and then go to Los Angeles and San Francisco.

Ellegaard Wins Grand Prize Again

In the Grand Prize of Copenhagen on August 20 Ellegaard beat Poulsen and Bader, a tire's breadth separating the Dane and Poulsen on the tape. Ellegaard also won a scratch race against Poulsen and Huber. Ellegaard has now won the Grand Prize of Copenhagen five times in succession. In all he has secured it six times. In 1900 Meyers beat him, otherwise the great Danish crack would have obtained a sequence of seven.

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GOSSIP OF THE TRACKS

Amateurs and "Dope"—Fenn as an Author
—Lawson Leads in Smashing Records.

Because the bunch of "pros" are doing such phenomenal sprinting just at present some people, who apparently have less sense than is usually allotted to the average human being, are saying: "Oh, it is not to be wondered at; they are eating the candy," which being interpreted means that the riders are resorting to drugs for stimulation. No one realizes better than the professional bicycle rider how much harm a little "pellet" will do one, and you may rest assured that they are not going to lessen their chances of "raking in the long green" by resorting to drugs. Where can a cleaner, clearer eyed, clearer headed or more supple set of men be found? But the amateurs! That is, the real young ones, who are making their first appearance on the track this year, have great imaginations. So many tales of "dope" have reached their ears that they are beginning to remark that they use the drug. Actually, a glass of sarsaparilla, with a dash of root beer or ginger ale, will make them feel unusually happy. So much for the power of delusion!

Dame rumor has it that W. S. Fenn is seriously considering an offer to go to Australia with Iver Lawson. The same rumor says that Floyd McFarland has come to an understanding with P. T. Powers, of Jersey City-New York, as regards sharing in the management, etc.—especially the "etc."—of the next six-day race. If the latter contingency should be a fact the Lawson-Fenn Australian proposition might be considered quite probable. There is money for bicycle riders in Australia. When Lawson came back it was commonly said that his earnings amounted to \$19,000. However that may be, he was seen to pass \$10,000 in cold cash to a well known Newark man who is in a way the financial adviser of the Swede. Half a dozen men interested in the sport were witnesses to the transaction, and it excited little more than passing comment, particularly so in view of the fact that at least two of the party had a fair knowledge of Frank Kramer's banking since the European trip of the champion, and all of them knew that McFarland can write his check for five figures.

W. S. Fenn—"Wee Willie," the "Bristol Blacksmith," the "Handicap King" and innumerable other things, is now a full-fledged author. He has just published a little pamphlet on "How to Develop the Muscles of the Leg and How to Breathe." Fenn's instruction book should prove a valuable guide to every aspiring young athlete, as his authority on such topics is unquestionable. This pamphlet is only the forerunner of a big volume Fenn intends to publish later on, to be illustrated by himself. Perhaps few

are aware of the fact that "Wee Willie" is an artist of no mean ability, which is, however, the case, and which will no doubt make the book highly interesting. The booklet is selling for the low price of 10 cents.

Fred Ernst, the Rochester man who hopes to land the amateur championship for the New York Athletic Club, began his racing career in 1898, when he won his first novice race, and followed this up with a series of brilliant successes. In 1899 he corralled the city championship of Rochester, and in the year following won the New York State amateur title. During an invasion of Canada in the season of 1901 Ernst won ten firsts in open races, and also triumphed in a three cornered match race when pitted against D. Drury, of Montreal, and Frank Moore, former Canadian champions. He finished first in two straight heats. Travelling on the New York State circuit in 1902 Ernst got 23 firsts to his credit, 14 seconds and 6 thirds. Besides that he won three paced races at Vailsburg and Boston the same season, and later at Hartford he broke three records, one being a five-mile open, which still stands at 11:02. Other records were set up by him that same year, including the twenty-mile record at New Haven and a two-mile consolation race at Vailsburg against sixty-eight starters. With Ed Collett as team mate in 1903 Ernst swept the boards in handicap races, the pair winning every handicap in which they started, and at Manhattan Beach established a new track record in a one-mile handicap in 2:01. Last summer Ernst did but little riding, but during the winter he won the flat floor championship at Buffalo against such riders as Goerke, Reilly, Whitelock and Cranston. He also won Jack Prince's amateur "six-day" race at Troy.

Tom Butler, the oldtime cyclist, who is now with the Barnum & Bailey circus, and who narrowly escaped death from a fall while doing his act at Butte, Mont., a short time ago, has recovered and is back doing his regular turn with the show again. Butler, who is known among his fellow cyclists as "Dice," because of a fondness for the game of craps, is nowise daunted on account of his accident. The first direct news that anybody in the local camp has had from Butler since his fall is a post card that Trainer Jack Neville received. It was dated Salem, Ore., August 23, and was characteristic. It read: "Hello, Jack; am still with the big show. Regards to the boys. Yours for a dice game. 'Dice' Butler."

To Iver Lawson the palm for cracking records this season must be awarded. The Swede scored five at Salt Lake City and Ogden, while W. E. Samuelson is a close second with four. Hopper broke one. All the records have been made on the Salt Lake City-Ogden saucers. Of the amateurs, S. H. Wilcox has ridden five record breaking races and J. B. Hume one. Of course, it must be taken into consideration that, in this count, credit is given for each time the record

went by the board, as, for instance, the time for one distance has been broken more than once. The records that have gone thus far are: Professional, unpaced in competition, two and three miles; against time, one-half and one-quarter mile; amateur, unpaced in competition, two, three and five miles; against time, one-mile and three-quarter mile.

Apropos of this, it is interesting to note how the money chasers are faring on the Salt Lake City and Ogden saucers. Up to date W. E. Samuelson heads the list with \$1,355 to his credit; C. L. Hollister has made \$965, Norman C. Hopper \$800.50 and Hardy K. Downing \$774.50. While out West Iver Lawson cleaned up \$861 in prizes. J. B. Hume has won prizes amounting to \$560, and S. H. Wilcox \$536.25.

Bicycle riders have various vocations when not riding the wheel. Charles A. Sherwood, the youngest member of the New York Athletic Club team, is a clerk in a broker's office in Wall Street, and during the day he is busy keeping tabs on the market for the rise or fall of stocks. For a month Sherwood enjoyed a vacation, drawing full pay, while his employer was in Europe. During this time he boarded at Vailsburg, adjacent to the board track, and occupied his time during the day by training. His vacation has come to an end, however, and as his employer returned from abroad last week Sherwood has gone back to his desk in Wall Street.

Although bicycle riders are popularly supposed to be interested in no other kind of machines except "push cycles," several of the professional bunch are taking to motor-cycles. Several weeks ago Oliver Dorton bought an Indian, and he had such success with it that Joe Fogler invested in one this week. The Bedells are watching Fogler, and are expected to purchase machines next week. Fogler learned to operate his machine the first day, and wanted to try it out on the banked Garden saucer, but Jim Richards thought Fogler had better not be too ambitious the first day, and refused to let him go on the track.

"Keep your eye on that lad; he will be a champion at no far distant date," observed a man who has been identified with bicycle racing for twenty years, as he watched the phenomenal sprint of one rider at Madison Square Garden. He was referring to Joe Fogler, the Brooklyn rider. Fogler's work lately has been of such quality as to make the assertion seem not improbable. He has generalship, besides speed, and this is an important factor in the make-up of a champion.

An amicable settlement has at last been made between the promoters of the Denver (Col.) saucer and the coterie of Western riders. It will be remembered that the track was closed soon after its opening because the management held up the prizes. It will now be under different management, however, W. B. Gourley having leased it for a number of years. He will operate it in con-

junction with Harry Heagren, manager of the Salt Lake City saucer.

Worthington L. Mitten has departed for his home in Davenport, Iowa, as silently as he came Eastward. Doubtless he realized the futility of measuring strides with the "pros" now riding here. A recruit has a hard path to travel before he can expect to make both ends meet. It is too bad that the bunch of Eastern money chasers resent the intrusion of new riders, for new blood would give the game just the stimulus that is needed.

Frank Kramer's next trip to Europe may be at a much earlier day than he anticipated upon his return from abroad two months ago. The French promoters have already opened communications with him, and he has said that he will probably make the trip in November, when one of the Paris tracks is to open for the season.

New Century Beats Bay City.

On Sunday, 20th ult., the New Century Wheelmen defeated the Bay City Wheelmen by one mile and a half in a fifty-mile relay. O. Hooper, who rode the first relay for the New Centurys, succeeded in getting away from the Bay City rider, R. Mayerhoffer, in the third mile, giving H. Tillman, who rode the second relay for the New Centurys, a good lead, which he increased. Sullivan, who rode the third relay, gained a little over Strohan, of the Bay City team, and J. Tennant, the fourth man up for the winning side, lapped W. Steinman and then passed him. From that time on the New Century boys kept their lead, although the Bay City riders gained a few seconds on the fifth, seventh and ninth relays, but these few seconds were gotten back by the Century riders in the sixth, eighth and tenth relays. The New Century Wheelmen covered the fifty miles in 2:23:10.

Dead Heat in Oakland Road Race.

The New Century Wheelmen, of Oakland, Cal., held their annual five-mile handicap Sunday, 13th ult., and the finish resulted in a dead heat between C. Schiller, 30 seconds handicap, and H. McWhirter, from scratch. Both men sprinted down the stretch neck and neck, neither one being able to gain an advantage at the tape. C. Schiller will receive first place prize and H. McWhirter first time prize. Second place prize was taken by H. Tillman, who started from the 15-second mark, and third place to J. Tennant from the 30-second mark. Second time prize was awarded to D. Mainland, the other scratch man.

Goerke Ill With Typhoid Fever.

Oscar Goerke, the New York crack, who went looking for "good things" at Salt Lake City, is down with typhoid fever in an Omaha hospital. He had been indisposed for some time, and was en route home when his condition became so serious that he was removed from the train at Omaha and his relatives notified.

MOTORCYCLE A MARVEL

First Appearance in Pacific, Mo., a Sunday Sensation—Chased by Curious Crowds.

St. Louis, Mo., Aug. 30.—Talk has been rife all summer among St. Louis motorcyclists of making the run to Pacific, Mo. It remained, however, for R. H. Orr—better known as Bob Orr—a local ex-racing man, to be the cause of creating a commotion in that usually quiet little railroad town by sailing in on a motorcycle last Sunday. Nor would it have happened had he not fallen in with an "old tough," who, singularly enough, in company with another "tough," were the first wheelmen to ride into that place away back in 1883. For the benefit of the present generation of riders, I might explain, that in the early days of the sport, a "St. Louis tough" was a rider, who, anywhere, at any time, and over any kind of a road, was ready at a moment's notice to accept a challenge for a scorch. The term was not one of opprobrium. It was intended to convey that the rider was no "tender-foot."

It was one of those delightful summer mornings when the air is cool, light clouds tempering the glare of the sun, and that invigorating freshness in the atmosphere which infuses new life into man and gives the cyclist an intense desire to ride long and far, likewise gives man a disinclination to get out of bed early. Consequently it was after 9 o'clock when I reached the entrance to Forest Park, which is within a stone's throw of where the "lump" (a popular rendezvous in early days) once was.

I was meditating as to where to go, when the old tough came along who wanted to ride to Pacific, and, as that place is over forty miles out, there wasn't much time for fooling, and we got a move on.

Shortly after we reached the Clayton Road Bob shot by on his motor, for, like most racing men, he likes fast travel, whether over a motor or kicking pedals.

A loose, sandy stretch on the Kansas City Hill stopped Bob's motor. Bob didn't stop quite so suddenly, but suffered little inconvenience by being pitched into a sand pile.

"Better cut that fast business out and come with us to Pacific," was the old "tough's" greeting when we caught up.

Out the Clayton Road the route lay past Dwyer, thence to the village of Des Peres, on the Manchester Road, and, following that historic pike to Manchester. On the long coast down Solomon Hill I picked up a large wood screw in my rear tire, which went through to the rim, but, as I ride G & J tires, only a few minutes were lost in making repairs. From Manchester we turned south and followed the road over Son of a Gun Hill to Valley Park. (In the day of the ordinary this hill was the scene of many a hill climbing contest, and was quite generally known all the country over.

In recent years about twelve feet of the road has been cut off the top and deposited near the base. The surface has also been graveled, so that now the hill is easily rideable by the average St. Louis tourist). From Valley Park to Eureka the road was exceedingly rough and crooked, though very picturesque. The six miles between Eureka and Pacific is spanned by a fine level, straight gravel road, and, naturally enough, we didn't see the motorcycle any more after reaching that point.

As it was during the noon hour when we reached Pacific, probably but few of the inhabitants noticed the arrival of a motor bicycle. It was discovered, though, while we were at dinner and when we were about half through with our after dinner smoke. Bob went in search of gasoline, and then there was a slamming of doors and shutters, squeaking windows being raised, etc. The crowd chasing after the motorcycle produced a scene not unlike that in a big city when the fire department turns out.

"That must be the first machine of that kind that was ever here," ventured the "tough" to the hotel proprietor, who answered the implied inquiry in the affirmative. Then the "tough" became reminiscent and related how, in company with another rider, he made the run to this same place twenty-two years ago.

"It was just about this time of the year in 1883," he began, "that we left St. Louis on a Saturday afternoon; we came straight out the Manchester road. I don't recall just where we spent the night, but presumably in a hay stack. That was the kind of lodging we usually had in those days, and nobody ever thought anything of it, either. The next day we came on out as far as Fox Creek, and discovered and explored the road bearing that name. (The Fox Creek road connects the Manchester with Allenton, a station two miles east of Pacific. The creek is crossed about twenty times in the distance of five miles, and in several stretches the creek bed is also the road.) "When we reached here the whole town turned out like to-day, and we were compelled to give a public exhibition by riding our ordinaries around on the station platform, before we could proceed on our exploring trip."

By this time Bob had replenished his gasoline supply, and we were getting ready to leave. Then there was even a greater stir than before. "Wait a minute! Wait a minute!" came a voice out of a second story window down the street; "my wife wants to see that thing go." "All right!" As we pulled out of the town, a veritable bicycle parade followed. Evidently riding through creeks seemed to them quite as novel as the motorcycle, for when we reached the first one, a mile or so out a groan went up in unison, when we went right on through without more ado than a splash. A seven-mile climb over a dirt road brought us out at Gray's Summit, on the Manchester Road, forty-five miles from St. Louis. Beyond prying off Governor Folk's "lid" on a few occasions, there were no incidents to speak of on our trip home.

THE KICKER.

ON SALT LAKE'S SAUCER

Samuelson, Downing and Bardgett Alternate in Winning the Professional Events.

Rain interfered with the Tuesday night meet at the Salt Lake City saucer, 22d ult., but notwithstanding the slippery track caused by showers earlier in the evening four events were run off, the last, however, in a thunder shower. W. Demara, of San Francisco, crossed the tape first in the quarter-mile open for amateurs. J. B. Hume, of Salt Lake City, and Fred West, of San Francisco, tied for second, and the tie was to have been ridden off later on, but Jupiter Pluvius objected.

W. E. Samuelson finished first in the two-mile event, with C. L. Hollister, of Springfield, Mass., only two inches behind. Walter Bardgett, the Buffalonian, beat Emil Agraz, of San Jose, for third place. Time, 4:01. Agraz and Leyland as a team won the unlimited pursuit for "pros." Their opponents were J. E. Achorn, of New York City, and J. Burris, of Los Angeles. The distance covered was 1 mile $7\frac{1}{2}$ laps, and the time 4:17.

Just as the amateurs were starting in the two-mile open the rain began to fall, making riding on the banked track dangerous. Hume crossed the tape first, only beating out Fred Castro, of San Jose, Cal., by inches. West, of San Francisco, was third, and McCormack, Castro's fellow townsman, finished fourth. Time, 4:17. Summaries:

Quarter-mile open, amateur—W. Demara, first; J. B. Hume and Fred West tied for second place. Time, 0:30.

Two-mile professional—W. E. Samuelson, first; C. L. Hollister, second; Walter Bardgett, third; Emil Agraz, fourth. Time, 4:01.

Unlimited team pursuit, professional—Emil Agraz-J. L. Leyland, first; J. E. Achorn-J. Burris, second. Distance, 1 mile $7\frac{1}{2}$ laps. Time, 4:17.

Two-mile open, amateur—J. B. Hume, first; Fred Castro, second; Fred G. West, third; J. McCormack, fourth. Time, 4:17.

No prettier sprint has been witnessed on the Salt Lake City saucer than the one which landed Hardy Downing, of San Jose, Cal., a winner in the two-mile open professional event Friday night, 25th ult. At three laps to go Hollister and Samuelson, who were teaming, jumped from the bunch and attempted to make a runaway of it. At the bell lap Samuelson had the pole, with Hollister trailing, and Bardgett had Downing hemmed in. On the turn into the stretch Downing shot up the bank and gave a regular Lawson jump, passing Hollister and Bardgett and pulling up even with the Salt Lake City champion. As the two riders came down the stretch neck and neck the three thousand or more persons in the grandstand rose on masse and cheered. Doubtless this was just the stimulus the Californian needed, for he shot over the tape two inches ahead of Samuel-

son, much to the discomfiture of the self-styled "unpaced king."

Not content with this brilliant success, Downing went out in the quarter-mile event, and, pulling Bowler, the benedict, outsprinted Samuelson by several lengths. Carl Redman, a brother to Iver, entered the ranks of the money chasers, but was unable to get placed.

Walter Bardgett, of Buffalo, N. Y., furnished one of the startling surprises of the meet when he beat Norman C. Hopper, of Minneapolis, in two straight half-mile heats. The time for the first heat was 1:24 2-5, and for the second, 1:15 2-5.

J. B. Hume, the tall University of Utah sprinter, made a decisive bit in the two-mile amateur handicap by his plucky riding. Hume was on scratch, and the other men let

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him do all the "donkey work" in overhauling the long markers, and after they had sleigh ridden up to the leaders tried to out-sprint Hume to the tape. Though almost exhausted, the plucky schoolboy continued his long sprint and beat S. H. Wilcox to the tape. Hume was heartily cheered for his plucky fight. He also took the honors in the half-mile open, crossing the tape ahead of Castro. Summaries:

Two-mile open, professional—Hardy K. Downing, first; W. E. Samuelson, second; C. L. Hollister, third; Walter Bardgett, fourth. Time, 4:01 3-5.

Two-mile handicap, amateur—J. B. Hume, first; S. H. Wilcox, second; J. McCormack, third; J. E. Holliday, fourth. Time, 4:06 4-5.

Half-mile open, amateur—J. B. Hume, first; Fred Castro, second; J. E. Holliday, third. Time, 1:10 3-5.

Half-mile match between Walter Bardgett, of Buffalo, and Norman C. Hopper, of Minneapolis—First heat won by Bardgett. Time, 1:21 2-5. Second heat won by Bardgett. Time, 1:15 2-5.

Quarter-mile open, professional—Hardy K.

Downing, first; James B. Bowler, second; W. E. Samuelson, third. Time, 0:29 1-5.

Five-mile motorcycle match between E. B. Heagren and T. M. Samuelson—Won by Heagren. Time, 6:27 3-5.

By doing the "donkey work" in the half-mile open at Salt Lake on the 29th ult., Hardy Downing, the lanky San Josean who has lately jumped into fame, lost the race. The whole bunch of riders were jockeying for position, when Saxon Williams suddenly took a decided notion to leave the others. He put over half a lap between himself and the bunch before the latter realized what was transpiring. It did not take Hardy Downing long to make up his mind what to do, and he started after Williams, with Samuelson trailing. In the final sprint, after Downing had spent his strength in overhauling Williams, Samuelson beat the San José lad to the tape. Downing afterward trounced Iver Redman in a five-mile motor paced race in a manner that the Salt Lake man is not likely to forget. E. E. Smith paced Downing and L. M. Samuelson handled the machine for Redman. The time was 7:14, a new record for the Salt Lake track. Summaries:

Half-mile open, professional—W. E. Samuelson, first; Hardy Downing, second; Walter Bardgett, third; Carl Redman, fourth. Time, 1:01.

Quarter-mile open, amateur—J. McCormack, first; S. H. Wilcox, second; Fred West, third. Time, 0:34 4-5.

Three-quarter mile handicap, professional—J. E. Achorn (75 yards), first; N. C. Hopper (55 yards), second; C. L. Hollister (scratch), third. Time, 1:25 1-5.

Two-mile open, amateur—J. B. Hume, first; Fred West, second; S. H. Wilcox, third; Fred Castro, fourth. Time, 4:04 4-5.

Five-mile motor paced match between Hardy Downing, of San José, Cal., and Iver Redman, of Salt Lake City—Hardy Downing, first; Iver Redman, second. Time, 7:14.

Walter A. Bardgett, of Buffalo, N. Y., defeated C. L. Hollister, of Springfield, Mass., in two straight half-mile heats at the Salt Lake saucer on Friday night, 1st inst. The two far-away-from-homes made an exciting race of it, and won the plaudits of the crowd of over three thousand spectators. Both men employed the so-called "French style" of racing, and, as Bardgett can stand still on his machine, he did so, and thus forced Hollister to take the lead. In the sprint Bardgett went by the Springfield rider like a flash, and crossed the tape half a length ahead. Bardgett set the pace all the way in the second heat, and when Hollister attempted to go by at two laps to go there ensued a fight that will long be remembered by Mormon cycle "fans." By a brilliant sprint the Buffalonian kept Hollister from swinging in on the pole, and crossed the tape half a length in front.

Rather a peculiar incident occurred in the three-quarter mile open for amateurs. The

METTLING'S FINE RACE

He Runs Away From Competitors in 25-Mile Motor Paced Event at Revere.

Louis E. Mettling, of West Roxbury, Mass., won the four cornered twenty-five mile motor paced race at the Revere Beach saucer, Boston, last Saturday night, 2d inst., defeating Harry Caldwell, of Manchester, Vt., by six laps; Elmer T. Collins, of Lynn, Mass., by eight laps, and William Stinson, of Boston, by four miles. The time was 38:16 1-5.

The race was replete with surprises and excitement, in which the remarkable riding of young Collins and the miserable showing of Stinson played important parts. Collins rode with a broken bone in his hand, but pluckily started and showed gameness, staying powers, speed and grace behind the machine. It was his first race as a professional, and the first paced race over ten miles he had ever ridden. A strong contrast was the showing of Stinson. The hero of one hundred races had to bow to the inevitable—younger blood. Mettling rode a consistent race and deserved all the praise he received.

Some little excitement was caused just before the start by a loud explosion, and Mettling dropped his pace, thinking his pace-maker's tire had exploded. A bright glare like that of fire then illuminated one of the bleachers, and somebody yelled "Fire!" Cool heads quieted the uneasy ones, and it was seen that the fire was nothing more than the red fire to a fireworks display.

One dozen amateurs started in the ten-mile open, with mile prizes. The first mile was captured by Younie, and was characterized by a spill in which Baretto and Lynde went down. They remounted and soon overhauled the field. D. Connolly was leading at the second mile, and then his brother unwound a sprint that nearly put him a lap ahead of the bunch. He was pulled down, however. McKinnon drew the fourth, Holbrook the fifth and Coffey the sixth. Drea, pulled by McKinnon, attempted to steal a lap in the seventh mile, but a long sprit by Coffey caused the pair to drop back again with their playmates. A fall in the last mile put Coffey and Drea out of the running, while McKinnon remounted. Hard sprinting sifted the field until only D. and T. Connolly, McKinnon and Younie remained. D. Connolly led at the bell, but was beaten out in the stretch by McKinnon. Younie finished third, ten yards behind. Time, 26:58 1-5. Summaries:

Twenty-five mile motor paced, professional—Louis E. Mettling, first; Harry Caldwell, second; E. L. Collins, third; William Stinson, fourth. Time, 38:16 1-5.

Ten-mile open, amateur—J. J. McKinnon,

first; D. Connolly, second; Younie, third. Time, 26:58 1-5.

Blanket Finishes at Ogden.

Blanket finishes marked the Sunday night meet—an innovation, by the way, at the Ogden (Utah) saucer—August 27. The feature of the meet was the one-mile handicap event, which C. L. Hollister, of Springfield, Mass., assisted by Hardy K. Downing, of San Jose, Cal., won. W. E. Samuelson, with J. B. Bowler, as team mate, was second. For most of the distance the scratch and limit men were in two bunches, and at four laps to go the long markers were nearly half a lap ahead. To overhaul them the scratch men had to almost ride their heads off, but they seemed to possess the energy necessary to do that and also to fight it out hard to the finish. Downing and Hollister fought against Samuelson and Bowler for positions. Downing finally landed Hollister in a good position, and then he and Bowler dropped out, while Samuelson and Hollister fought it out. The last half lap was a brilliant fight, and it was only by inches that Hollister managed to beat the Salt Lake man. Hopper was third and Bardgett fourth. Time, 1:50 4-5, being only one and two-fifths seconds more than the record made by national champion Frank Kramer.

Hardy K. Downing finished first in the half-mile open despite the hard teaming propositions he had to fight. Samuelson was second, Bardgett third and Hollister fourth. Time, 0:56 1-5. All the other events were close and exciting, and the meet was one of the best yet held. Summaries:

One-mile handicap, professional—C. L. Hollister, first; W. E. Samuelson, second; Norman C. Hopper, third; Walter Bardgett, fourth. Time, 1:50 4-5.

Half-mile open, professional—Hardy K. Downing, first; W. E. Samuelson, second; Walter Bardgett, third; C. L. Hollister, fourth. Time, 0:56 1-5.

Three-quarter-mile handicap, amateur—J. McCormack, first; J. E. Holliday, second; E. M. Murphy, third; J. H. Tate, fourth. Time, 1:26 4-5.

Two-mile open, amateur—Fred Castro, first; J. E. Holliday, second; S. H. Wilcox, third; E. M. Murphy, fourth. Time, 4:01.

Five-mile motorcycle match between T. M. Samuelson and E. B. Heagren—Won by Samuelson. Time, 6:39 2-5.

Many Prizes for 100-Mile Road Race.

Undoubtedly the biggest road race of the season will be the hundred-mile event being promoted by the New York State division of the Century Road Club of America. It will take place Sunday, September 17, on Long Island. The course will be four times over the Springfield-Massapequa-Hicksville-Jericho route, with the start and finish at Tom West's Hotel at Valley Stream. The handicap limit will be two hours, and the limit men will be started on the long grind at 9:30 a. m. sharp. Twenty-five place and five time prizes are offered. Entries close September 14 with Fred E. Mommer, No. 54 East Ninety-first street, New York City.

officials had placed a time limit of 1:34 on the race, and, as the first time the distance was covered in 1:42 4-5. Until last year 1:34 was the world's record for this distance, and naturally the officials were hooted when the race was ordered re-run. The second time the order of finish was allowed, but the time was 1:42 4-5. Hume crossed the tape first, Castro was second and Marty third.

W. E. Samuelson won the two-mile open for the money chasers, but not without difficulty. Downing was riding fast, and the Salt Lake rider was only a few inches ahead at the tape. Time, 3:57 4-5. The other events were more or less interesting. Summaries:

Half-mile match between C. L. Hollister, of Springfield, Mass., and Walter Bardgett, of Buffalo, N. Y.—First heat won by Bardgett. Time, 1:55. Second heat won by Bardgett, 1:35.

Three-quarter-mile open, amateur—J. B. Hume, first; Fred Castro, second; C. Marty, third. Time, 1:42 2-5.

Half-mile handicap, professional—E. B. Heagren, first; Iver Redman, second; J. H. Leyland, third; C. P. Redman, fourth. Time, 0:53 3-5.

Two-mile open, professional—W. E. Samuelson, first; Hardy Downing, second; Norman C. Hopper, third; C. L. Hollister, fourth. Time, 3:57 4-5.

Two-mile handicap, amateur—G. L. Holden (160 yards), first; E. M. Murphy (135 yards), second; G. L. Lingdren (125 yards), third; J. H. Tate (100 yards), fourth. Time, 3:47 4-5.

Washington Applauds Cycle Racers.

For the first time in several years Washingtonians were enabled to witness a combination motorcycle, bicycle and automobile race meet at the famous old Benning track, on Labor Day, 4th inst. The grand stand was crowded, and judging from the generous applause that greeted the riders, the spectators were highly pleased with the events.

The first was a bicycle race for members of the Washington police force. The race was run off in three heats, and because of the heaviness of the track the distance was reduced from one mile to half a mile. The first heat was run in 1:34. A. E. Brown, A. C. Lynn and J. G. Dunn qualified in the order named. The second heat was started immediately after the first, and F. S. Hughton came first, clipping down the time of the first heat by three seconds. J. W. Green, an added starter, and C. S. Bode qualified in this heat. According to the rules of the contest, the three men in the fastest heat and two in the other heat were permitted to ride the finals. This cut out Dunn, who had finished third in the slowest heat. The final was run off in 1:29, Brown crossing the tape first, Bode second and Lynn third.

There were four starters in the three-mile motorcycle event, all astride Indians. This proved to be the most exciting event on the programme. W. T. Campbell drew a lead on his opponents in the first lap, but after that Pat Throop got his engine working right and overhauled Campbell as he rounded the turn into the stretch. Coming down the straight the riders were neck and neck, and at the tape Throop was only half a wheel's length ahead. Ernest Taft was a close third. Time, 5:37.

INTEREST IN ECONOMY TEST

Which is Expected to Show Cheapest Form of Rapid Transit—Three Classes Listed.

Unexpected interest is being displayed in the Brooklyn Motorcycle Club's economy road test, which is fixed for Sunday, 17th inst., and if it fails to demonstrate that the motorcycle is by far the cheapest form of rapid transit extant, there will be cause for considerable surprise. The addition of a class for two-passenger motorcycles practically assures that there will be no surprise of the sort, and that the automobile record of 80½ cents per capita for the round trip of 190 miles from Brooklyn to Southampton, L. I., and return will be about cut in two. Two tricycles and at least three tandem bicycles probably will start in this class.

The other classes are: Class A, for machines under 3 horsepower; Class B, for machines of 3 horsepower and not exceeding 5 horsepower, which is the limit set by the Federation of American Motorcyclists, under whose sanction and rules the test will be conducted. The prizes include two cups, a camera, an ammeter and three other prizes. A special award for the "best hard luck story and proof of it" is also offered.

The start will be made from Bedford Rest, Brooklyn, at 5 o'clock A. M., and to qualify for a prize, contestants must finish inside 15 hours, which is well within the legal limit of speed. After being filled, the tanks will be sealed, and seals will be permitted to be broken for refilling only at Bayshore and Southampton, where they will be resealed. Each contestant will be provided with a blank form, in which he must insert the supplies purchased and their cost, also the cost of any repairs that may be made, the following being the basis of charge adopted: Gasoline, 25 cents per gallon; lubricating oil, \$1.25 per gallon; time, engine or general repairs, 60 cents per hour; time, tire repairs, 50 cents per hour; new parts, plugs, etc., catalogue price.

Except the charge for lubricating oil, this basis is the same as the one that governed the Long Island Automobile Club's test over the same course in June last. The automobilists listed lubricating oil at 50 cents per gallon, but no oil procurable at that price is fit for use in an air-cooled engine such as is used on motorcycles and such as was employed by the car that won the automobile test, so that the car in question undoubtedly profited by the arbitrary undercharge, making its record of 80½ cents per passenger 10 or 15 cents lower than was the case. The railway fare is \$4.53. The automobiles also took two days to make the round trip; the motorcyclists will cover the distance in 15 hours. The entry list will close on the 14th inst. with F. A. Baker, 1,080 Bedford avenue, Brooklyn, N. Y.

Riders Rebel at Branford.

Branford, Conn., was to have had a one-mile national championship event on Labor Day, 4th inst., but the riders refused to go on the track unless the prize money was deposited with the referee. This Manager L. A. Fisk, of the Branford Fair, where the race was to be run off, refused to do, so the event was called off. The professional riders will probably be disciplined by the N. C. A. Kramer, Lawson and Fenn were among the offenders.

A. R. Ives finished first in the first heat of the one-mile amateur handicap, with W. T. Miner second and H. Peterson third. Time, 2:21½. In the second heat C. Harger had an easy victory. W. T. Miner finished second and Walter Shutter third. The final heat was not decided Monday afternoon.

The five-mile motorcycle event was won by James F. Cox, Jr., New Haven (Indian); A. W. Wurtz was second, and Henry Zerlin third. Time, 7:34 4-5.

"Record Breaking" at Long Branch.

Four "record-breaking" bicycle races formed the feature of the Labor Day meet of the Oakhurst A. C. at Long Branch, N. J. Phenomenal time was made, and the riders were several times threatened with arrest for exceeding the speed limit. The following summaries speak for themselves:

Six-mile, handicap.—Frank Jones, first; Harry Leahy, second; Benjamin Baton, third. Time, 22:20.

Two-mile, open.—William Gramman, first; Frank Smith, second; Joseph Conover, third. Time, 9:10.

Three-mile, open.—Harry Leahy, first; Edward Nixon, second; Frank Jones, third. Time, 11:20.

One-mile, open.—William Hibbets, first; William Gramman, second; Lester Dangen, third. Time, 6:00.

Grey Wins 50-Mile Relay Race.

Nearly 3,000 people saw Merle Grey, of the Garden City Wheelmen, cross the tape two and one-half miles ahead of Backrath, of the Capitol City Wheelmen (Sacramento), at the finish of a fifty-mile relay race at San Jose, Cal., 27th ult. Carl Showalter, of Garden City Wheelmen, rode the fastest five miles (12:38), with Burnett and Chaboya, of the local club, in 12:43 and 12:50. Immediately after the relay race a five-mile motor bicycle race was run. Morgensten, of San Jose, won in 6:40, and Baumgardner, of the same city, rode the fastest mile, in 1:20.

Petit-Breton Breaks a 25-Mile Record.

Petit-Breton, of France, well known to followers of the game on this side of the pond as Gougoltz's team mate in the last six day race, broke the world's hour unpaced record at the Buffalo track, Paris, Thursday, August 24. The Franco-Argentine plugger rode 25 miles 969 yards inside the hour. The former record was 25 miles 600 yards, and was set up by W. W. Hamilton at Denver, Col., July 9, 1898.

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The Week's Patents.

797,138. Fabric for Pneumatic Tires. Charles L. Marshall, Newark, N. J. Filed October 22, 1904. Serial No. 229,589.

Claim.—1. An endless circular tire-cover of trough shape, having a series of circular warp-strands connected transversely.

2. An endless circular tire cover of trough shape, having a series of circular endless strands of warp-threads connected transversely, and the strands at the edge of greater thickness to reinforce the edges.

797,206. Carburetor for Explosive Engines.

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Henry L. Jessen, Oakland, Cal. Filed April 21, 1902. Serial No. 103,844.

Claim.—1. An apparatus of the character described, provided with walls forming oil-chamber sections, having openings on two opposite sides, walls forming a conduit on each of said sides connected with said openings, means for heating said oil-chamber sections, a discharge-passage for the vapor generated from said oil connected with one of said conduits, the other conduit being connected with the external atmosphere to supply air to said oil-chamber sections, and an inlet to the conduit connected with the discharge passage, independent of the passage through the oil chamber sections, substantially as described.

797,231. Bicycle Seat Support and Pump. Joseph F. Scanlan, Brooklyn, N. Y. Filed September 4, 1903. Serial No. 171,856.

Claim.—1. In an apparatus of the class described, a seat support for bicycles adapted to be connected with an upright tubular frame member which is open at the upper end, comprising a tubular post open at both ends and adapted to be passed downwardly into said frame member, said tubular post being provided at its upper end with a forwardly directed seat support, a turnable seat holder mounted thereon, means for locking said seat holder in position for use, said tubular frame member being also adapted to serve as an air cylinder for an air pump, a supplemental tube inserted into said tubular post and open at both ends and provided at its upper end with an enlarged head and with a screw threaded extension, a cap for closing said extension, means whereby the turning of the supplemental tube will lock the tubular post in the frame member, a piston rod passing downwardly through the supplemental tube and into the frame member and provided at its lower end with a piston, and a spring placed in the lower end of the frame member and on which the piston is adapted to bear, and means for placing the lower end of the frame member in communication with the tires of the bicycle, substantially as shown and described.

797,283. Motorcycle. James G. Hughes, Olney, Ill. Filed April 13, 1905. Serial No. 255,297.

Claim.—1. In a motorcycle, the combination with a motor, a small sprocket wheel mounted on a motor shaft, a rear cycle wheel provided with a large pulley having a smooth rim or periphery, and a sprocket chain meshing with the sprocket wheel and arranged on and frictionally engaging the large pulley, substantially as described.

"Motorcycles: How to Manage Them." Price 50c. The Bicycling World Co., 151 Nassau Street, New York.

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The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LI.

New York, U. S. A., Saturday, September 16, 1905.

No. 25

"STEP UP AND SETTLE"

Pope's Bottom Bracket Attorneys Extend That "Invitation" to Many Big Buyers.

Without awaiting a decision of the appeal filed by the defendant manufacturers in the bottom bracket case, the Pope Mfg. Company is making good its threat to proceed against the larger buyers of bicycles—chiefly jobbing houses and department stores. It is known that a number of these establishments this week received an "invitation" from Redding, Kiddle & Greeley, the Pope attorneys, to step up and settle within 15 days, and although the lawyers in the case will not make public the names of those on whom the notice was served, a chance remark seemed to indicate that no one of those who cut any considerable figure in the purchase or sale of bicycles during the past six years will escape their attention.

After reciting the legal phraseology of the decree in favor of the Pope Mfg. Company, a copy of which is enclosed with each letter, the lawyers' notice says:

"You have been selling safety bicycles not manufactured by any owner of, or any license under this patent, and by reason thereof have infringed said claims one and six, and consequently are liable to our client for damages on all of such safety bicycles sold by you within the last six years.

"We now request you to render us an accounting of all safety bicycles sold by you during the last six years not manufactured by any owner of, or any licensee under this patent, and to make a settlement with us of such damages.

"If you do not render such an accounting and make such settlement within fifteen days from this date, we are instructed to commence a suit against you for an accounting and for the recovery of such damages."

Moon to Hold a Show.

J. W. Moon, the veteran dealer in Allegheny, Pa., who was in New York this week, reports a good season, with the demand, however, running to the lower priced bicycles.

"The old riders who change their mounts and who know the difference between a real-

ly good bicycle and the other kind account for the majority of high grade bicycles that are now being sold in our vicinity," he remarked sapiently.

Moon also sees a perceptible increase of motorcycle interest in his locality, and is preparing to meet it. He contemplates holding a "motorcycle show" in his store early in the spring. He will invite all makers to show their models and have demonstrators on hand, while he himself will furnish the space without cost and bear the expense of considerable advertising which he proposes to do.

Switzerland Increases Imports.

The cycle industry in Switzerland is becoming of greater importance each year, but the trade has to rely solely on imports, the local production being very small. During the period of 1899-1903, covering five years, 74,500 bicycles were imported in Switzerland which were valued at \$3,280,000. Of the total number of imported machines Germany supplied 49,500, France 12,500, the United States 6,000 and the United Kingdom only 1,700. The import for the year 1903 amounted to 17,170 finished cycles, which is far above the average for the period mentioned.

Probable Increase of Tire Prices.

An increase in the price of tires, of certain brands, at least, is not improbable. Although some manufacturers have already made up their lists, it is known that there are those who are seriously debating an advance of 10 per cent.

Century Cycle Changes Name.

The Century Cycle Co., of Bridgeport, Conn., has reincorporated under the laws of that State as the Century Co., with a capital of \$10,000. The incorporators are George Stiff, M. Stiff, Louis Boettgar and William Stiff, all of Bridgeport.

Thomas Reduces His Price.

For 1906 the Thomas 3 horsepower motor bicycle will be marketed with and without pedals; with them the machine will list at \$145, without them at \$135—prices that are likely to cause something of a stir. The 1905 Thomas was catalogued at \$210.

Stanley Show to Open November 17.

The annual Stanley Show, the twenty-ninth of the line, will open in London on November 17 and continue until the 25th. As has been the case during recent years, automobiles will be permitted to mix with the bicycles.

HERE'S HUDSON PROSPERITY

Fresh Capital, Big Addition to Factory and 1906 Models Already in Evidence.

The Hudson Mfg. Co., Hudson, Mich., is one of the concerns that not only obtained a goodly share of the renewed prosperity that this season came to the cycle trade, but is preparing for an even larger portion during the year ahead.

The evidence of it is of a substantial nature. The company has just doubled its capital, from \$50,000 to \$100,000, all except \$10,000 of the added stock having been purchased and paid for at par, and the remainder having been spoken for. Much of the fresh capital will be used in the construction of a big addition to the plant, the ground for which was broken this week. The new building will be of three stories, 134 by 34 feet, and it is expected will enable the Hudson people to cope with any demand. While their business in bicycles was gratifying they report that the demand for their D. & J. hanger was more than they could meet. In addition to this well known fitting, they will for 1906 also market a new hanger which they say cannot well fail to prove of interest.

In this respect, the Hudson people are emulating the early bird. Their line of 1906 bicycles is not only complete, but two of their representatives left Hudson this week to inaugurate their campaign. J. W. Ash is en route to the Pacific Coast with samples, while J. W. Grady is hastening East with the new goods. The Hudson line will consist of five models at, respectively, \$50, \$40, \$35, \$30 and \$25. On the \$35 and \$30 models their new hanger will be employed. Their new racer will be made up of seven-eighths inch.

Mason on Duty Again.

After a five months' tussle with pneumonia, Elliott Mason, the veteran manager of the Pope Mfg. Company's New York branch, was able to return to duty this week. It was his first illness during nearly twenty-five years of service in the Pope interests. It kept him abed for sixty-three days and three months more were required to restore him to health.

CHADEAYNE OFF FOR 'FRISCO

Rain Defers His Departure and Punctures and a Fall Retard His Progress.

Syracuse, N. Y., Sept. 15 (by wire).—Chadeayne reached here this evening at 6 o'clock.

Despite newspaper reports to the contrary, W. C. Chadeayne, captain of the Buffalo Motorcycle Club, did not start from New York on his transcontinental journey until Wednesday morning, 13th inst., at 9:25 o'clock.

He had planned to leave on Monday, but his machine failed to arrive from Buffalo, and it rained heavily anyway; it did not put in an appearance until late the next day, when there was more rain, but not so much of it. He had little time to adjust the machine before his departure, and at the first kickoff it refused to budge. He was at the starting point, the New York Motorcycle Clubhouse, at the time, and that advice, "Blow into the tank," which has almost become a laughing by-word in the club, was shouted at the interesting cross-continent traveler. While the small crowd that had collected joined in the laughter, Chadeayne applied his lips to the vent of his gasoline reservoir and blew. At the next kick the motor "moted" vigorously.

There was no fuss or fireworks about Chadeayne's departure. A camera was leveled at him a couple of times, he shook hands with George P. Jenkins, one of two or three members of the New York Club who were present, and following in the wake of R. G. Betts, president of the F. A. M., who had pinned an F. A. M. emblem on Chadeayne's blue flannel shirt, the traveler was off. One enthusiastic youngster on a motorcycle fell in with the pair and this escort piloted the Buffalo man out of New York. At the top of the long Riverdale Hill, well on the way to Yonkers, they parted with a "Goodby and good luck!"

Chadeayne reached Hudson, N. Y., 130 miles from New York City, at 10 o'clock that Wednesday night. Five punctures in his rear tire and a shortage of lubricating oil had served to throw him behind his schedule; he had expected to make Albany his first stopping place.

The second day he covered 95 miles, putting up at Fort Plain, N. Y., 225 miles from New York. While the roads generally were good, there were some stretches that were wellnigh mridable. One of these bad spots, between Albany and Schenectady, pitched Chadeayne into a ditch and badly bent his front forks. The puncture fiasco also continued to dog him throughout the day.

He will follow the usual cross continent route via Buffalo, Cleveland, Chicago, Cedar Rapids, Omaha, Cheyenne, Ogden and Sacramento, and, of course, anticipates

having no trouble in bettering considerably the only motorcycle record on the books—48½ days, made by George A. Wyman in 1903. Wyman made the eastward journey and lost 11 days in enforced stoppages, making his net time but 37½ days, so that with any degree of good fortune it is easily possible for Chadeayne to equal or surpass the automobile record of 33 days, an objective of which he has not lost sight.

Chadeayne, who is a clean cut, well built, agreeable young fellow of 29 years, is of the enduring type—short and compact and scarcely looking the 150 pounds at which he tips the scales. He is full of determination, and remarked modestly that he will "get there" unless he is "laid out stiff." He is "flying light," the clothing he wears, a blue



W. C. CHADEAYNE.

shirt and khaki trousers and leggings, a tool bag carrying a few extra parts and an extra inner tube comprising his outfit. He will purchase new clothing as it is required. A letter from the president of the F. A. M. in New York to be delivered to the vice-president of the Pacific district in San Francisco, is tucked in an inside pocket.

Chadeayne, who is secretary of the Thomas Auto-Bicycle Company, is of course riding a Thomas motor bicycle—one of the 1906 models. This new machine differs radically from any of its predecessors. The motor, which is of 3 horsepower, 3 by 27-8 inches, employs an outside flywheel, and is set parallel with the bottom tube of the frame, of which it is really the lower half, and displaces the bottom bracket as usually constructed. The carburetter is a simple mixing valve set directly on the head of the motor. The Thomas chain belt drive is retained. Chadeayne's mount is fitted with a two gallon tank—slightly larger than usual—and with G and J tires and the Corbin coaster brake.

GOOD RACING IN 'FRISCO

Garden City and Reno "Cracks" Defeated—Torney Wins Two Motorcycle Events.

Approximately 5,000 persons witnessed the race meet at the Ingleside track, San Francisco, Cal., Monday afternoon, 4th inst., promoted by the California Associated Cyclists. The sensation of the afternoon was the defeat of the crack representatives of the Garden City Wheelmen and of the Reno Wheelmen by the California Cycling Club, of San Francisco. The event was a pursuit race at ten miles, and as it was a case of "go all the way" the large crowd of spectators were kept a-tingle with excitement. Lawrence, Dagget and Sword, represented the San Francisco Club, and as their time, 25 minutes 43 seconds, was 9 seconds faster than that of the Garden City team, the former team was adjudged the winner. All the events were closely contested, and brought out large fields of starters. Following are the summaries:

One-mile novice: First heat—D. Mainland, first; L. Eike, second; A. Wilkes, third; time, 2:25. Second heat—L. Hables, first; G. Cushing, second; G. McGrath, third; time, 2:29 4-5. Third heat—F. Tillman, first; C. S. Waite, second; H. Henriouille, third; time, 2:35½. Final heat—D. Mainland, first; L. Hables, second; time, 2:26.

One-mile handicap—R. R. Knickerbocker (120 yards), first; L. Hables (60 yards), second; G. W. Williams (160 yards), third; P. Cameron (200 yards), fourth; H. Henriouille (160 yards), fifth. Time, 2:16 2-5.

Two miles, handicap—P. Lawrence (125 yards), first; A. T. Smith (180 yards), second; George Cushman (125 yards), third; C. F. Scheller (125 yards), fourth; A. Carter (scratch), fifth. Time, 4:46.

Ten-mile pursuit—California Cycling Club—Lawrence, Dagget and Sword—first; time, 25:43; Garden City Wheelmen—Dieffenbacher, Berryessa and Waible, second; time, 25:52.

Two-mile motorcycle, judgment, one riding distance nearest to 3:30—D. R. Kelly, first; time, 3:30; T. A. White, second; time, 2:29.

Three-mile, motorcycle—James Torney, first; A. J. Morgansen, second. Time, 5:05.

Ten-mile motorcycle pursuit—James Torney, first; I. J. Morgansen, second. Time, 15:19.

Racers Off for Australia.

After a fairly successful racing season on the Eastern tracks, Iver Lawson, of Buffalo, N. Y., and Floyd McFarland, of San Jose, Cal., left New York City on Monday of this week for San Francisco, where they will sail for Australia on the 20th inst. Lawson and McFarland "cleaned up such a thick roll of the long green" in the antipodes last year that they have signed to ride there again this season. McFarland claims that after the winter he will retire from the bicycle racing game and open a hotel in Melbourne, Australia.

MARYLAND "CHAMPION" LOSES

Gets Only Third Place in Motorcycle Race at Baltimore—Other Cycle Events.

Several thousand Baltimoreans turned out on Labor Day afternoon at Electric Park, Baltimore, Md., to witness Howard French's combination bicycle, motorcycle and automobile race meet. All the races were good, and the victorious contestants were cheered to the echo. The unlimited motorcycle pursuit race, with four starters, was the most exciting event run off. Charles Callahan, who proudly boasts of the title "Champion of Maryland"—where he got it no one knows—rode a 4 horsepower Aster machine, and was picked as an easy winner. There were several bets made that he would show his competitors the way to the tape.

Those who backed Callahan, "the champion," to the limit are, however, probably subsisting on beat biscuits and water now, for the erstwhile "champion" trailed in a bad third. Raymond Thomas, better known as "Chic," astride an Indian, won handily. L. J. Hayden was second. Herbert Webber was the first man to be overhauled and counted out. The distance was one and one-half miles and the time 2:29 1-5.

Right after that Thomas paced Charles Reville in a mile match race against Wilbur Shaw, with Herbert Webber as his pace-maker. Reville came in with a wet sail. Time, 2:21 3-5.

There were so many starters in the one-mile novice that it was decided to run it in two half-mile heats, with the final at the programmed distance. L. Appel took the first heat from George W. Pabst by half a length, and Charles O. Reville was close behind. Time, 1:26 1-5. In the second heat Wilbur Shaw crossed the tape first, and Frank Fertiti and Louis P. Schneider followed in this order. Time, 1:17. None of the riders exerted themselves in the final heat until in the homestretch, when Shaw ran away from the field as if they had been tied. Appel was second and Fertiti third. Time, 3:10 1-5.

Robl's Pacing Monstrosity.

Europe is the home of the high powered motorcycle; in fact, what is known as a low powered machine in this country has seldom, if ever, been built on the other side, the average being 3 to 6 horsepower and over. Ten and twelve horsepower is usual for racing machines, and a pacing creation made for Tommy Hall was rated at 24 horsepower; but the latest of its kind has all of these far in the background. It is a monstrosity of 36 horsepower, so large, in fact, that it seems ridiculous to apply the term motorcycle to it. A tandem frame is used, two riders being necessary for its control, one to attend to the motor and the other to do the steering. This has recently been completed by a German firm to the order of Robl, the long dis-

FINAL SCORE, NATIONAL CIRCUIT CHAMPIONSHIP, 1905—PROFESSIONAL.

	Kramer	Fenn	Lawson	J. Bedell	Fogler	Dorlon	Krebs	Root	McFarland	Lee
Vailsburg—Half-mile	5	3	—	2	—	—	—	1	—	—
Madison Square—Half-mile	5	3	—	2	—	1	—	—	—	—
Madison Square—Two miles	5	3	—	2	1	—	—	—	—	—
Vailsburg—Quarter-mile	5	3	—	2	—	—	1	—	—	—
Madison Square—Half-mile	5	3	—	2	—	—	—	—	1	—
Vailsburg—One mile	5	3	—	2	—	1	—	—	—	—
*Madison Square—One mile	5	3	—	2	—	—	—	—	—	—
*Vailsburg—Half-mile	10	4	—	—	—	—	—	—	6	—
*Madison Square—Quarter-mile	10	4	—	—	—	—	—	—	—	—
*Vailsburg—Two miles	10	4	—	—	—	—	—	—	—	—
*Madison Square—Five miles	4	—	10	6	—	—	—	—	—	—
Total	59	26	48	18	4	4	1	3	11	2

FINAL SCORE, NATIONAL CIRCUIT CHAMPIONSHIP, 1905—AMATEUR.

	Downey	McDonald	Billington	Collins	Coffey	Ernst	Rupprecht	Connolly	Zanes	Sherwood	Franks
Boston—One-third mile	5	5	—	3	2	—	1	—	—	—	—
Boston—Two miles	5	—	—	—	—	—	—	—	—	—	—
Vailsburg—Quarter-mile	5	—	—	—	—	—	—	—	—	—	—
Madison Square—Half-mile	5	—	—	—	—	—	—	—	—	—	—
Vailsburg—One mile	5	—	—	—	—	—	—	—	—	—	—
Madison Square—Five miles	5	—	—	—	—	—	—	—	—	—	—
Total	16	7	15	3	4	3	3	1	3	5	4

Points are awarded as follows: For first place, 5; second place, 3; third place, 2; fourth place, 1.

* Increased points. † Disqualified.

tance cycle rider, who will use it as a pace-maker. No expense has been spared, and, in addition to being the highest powered two wheeled machine, it is claimed to be of the best possible construction in every particular.

Ryall Wins Motorcycle Race at Clifton.

In connection with an automobile meet at the Clifton (N. J.) Driving Club's track last Saturday afternoon, 9th inst., two motorcycle events were run off. J. B. Ryall, of Passaic, N. J., on a Thoroughbred, defeated J. Q. Marion, of Echo Lake, N. J. (Indian), in a match race at four and a half miles. The track was a three-quarter mile affair, and the several inches of dust that covered it gave the rider no little trouble. When he was lapped on the fourth round, Marion quit and Ryall's time was not taken. J. P. Bruyere, of Passaic, N. J. (Curtiss), was programmed to ride a match pursuit race with W. J. Tynan, but as Tynan failed to appear the event was scratched. Later Bruyere, on a borrowed two-cylinder Curtiss, gave a three-mile exhibition in 4 minutes 5 seconds.

Downey to be a "Pro."

Matthew E. Downey, the Boston rider who won the national amateur championship for 1905, will voluntarily turn professional to ride in the annual six-day race which, as usual, will be held in Madison Square Garden, New York City, in December. Downey

will probably team with "Patsy" Logan, of Boston, who formed part of the Irish team in last year's grind. A number of other amateurs are also planning to enter the ranks of "money chasers."

Noiseless Competition to be International.

It transpires that the trophy which M. G. Gurschner, the celebrated Austrian sculptor, will give for a competition in which the noiselessness of motorcycles will be the principal point on trial will be open to machines from any part of the globe. The competition will be held in Austria, and the Austrian Motorcycle Club has undertaken the making of arrangements.

Wheeler Wheeling Cross-Continent.

S. W. Wheeler, of New Haven, Conn., has started on a cross-continent tour a-wheel. He represents two newspapers, and will combine business with health seeking, the latter being the primary object of his long ride. Wheeler is not riding per schedule, but expects to reach San Francisco before it snows in New England.

Walthour May Go to Australia.

According to letters sent home by Robert J. Walthour, the Atlantan who was reinstated in time to permit his fulfilling certain European contracts, this rider will not return to America in time for the six-day race. Walthour claims that he has signed to ride in Australia this winter, which may or may not be the case.

The Man Who Has Not Acquainted

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NATIONAL BICYCLE

has something to live for and to learn.

THEY EFFECTIVELY REFUTE THAT SLANDER:

"All bicycles are alike nowadays."

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NATIONAL CYCLE MFG. COMPANY, Bay City, Mich.



W. E. BAUM,
Sec'y Chicago Motor Cycle Club.

WHAT

Mr. W. E. BAUM.

Sec'y Chicago Motor Cycle Club

SAYS

OF

FISK TIRES

Last year he rode 12,771 miles, of which 3,100 miles was on three pairs of ——— tires, and 9,671 on one pair of No. 88 Fisk tires 28 x 1 $\frac{3}{8}$ in., and during the entire year he only had one puncture in the Fisk tires. Last year he received First Prize in Chicago for Century Runs and Third Prize in New York.

He states that Fisk tires are not only easier riding but will wear longer and better than any tire he ever had.

FISK RUBBER COMPANY,

Chicopee Falls, Mass.



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Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
 Address us at P. O. Box 649.

NEW YORK, SEPTEMBER 16, 1905.

Mixing Trade With Sport.

We are in receipt of a letter—a long letter written, or at any rate signed, by the “temporary secretary”—the letterhead itself entitles him “secretary”—of that which the same letterhead styles the National Association of Motorcyclists, and which, for short, a Brockton, Mass., paper—the habitat of the “association”—styles the “Marsh league.”

The letter is as remarkable as it is lengthy. It calls our “esteemed attention” to the “organization,” and then relates in great detail and with considerable heat the argument in which a Brockton motorcycle manufacturer engaged with a referee who had the effrontery to disqualify a rider of a machine produced by the manufacturer in question. It appears that the man competed in an event restricted to stock machines. The referee appears to have discovered what the “secretary” or “temporary secretary” states was the case, i. e., it was “purely a stock machine as far as the engine was concerned.” That was as near as it came to being a counterpart of the machine catalogued, which weighs 160 or 176 pounds; the disqualified article, as the “secretary” states, weighed less than 110 pounds. As a second

reason for the existence of the “Marsh league,” the “secretary” says one of the officials at this same meet gave the “last lap” signal on the wrong lap, and thereby prevented the same machine—in use under protest—from winning.

Having related all this, whoever wrote the “secretary’s” letter hurls an avalanche of ill assorted words intended apparently to prove that a rival of the Brockton manufacturer, and every one connected with him, are devils with large horns, and that he is of such a tremendous power that referees, F. A. M. officials and rules and pretty much every one and everything else are such children and playthings that they simply do his bidding—the customary rantings and imputations of the “hard loser” and the man with a grievance, who sees spooks behind every blade of grass, and yells accordingly. So much is made of these matters that the “secretary” almost forgets to say anything about the “association”; he says enough to show, however, that its chief asset is a letterhead.

The whole communication, instead of being a brief for an association, is a brief for a Brockton manufacturer, by whom, if we mistake not, the “secretary” is employed. Its publication would be about the most damaging thing that could be leveled at the cause it professes to espouse, but in some of its parts the letter is dangerously close to libel, and the cause does not justify the space it would occupy, anyway.

The communication simply proves two things: (1) that if a referee had not disqualified a certain offending machine and some other officials had not made an unfortunate mistake in giving a last lap signal, a Brockton manufacturer would have had no grievance; (2) that the same manufacturer has some reason for jealousy or bitter rivalry or some quarrel with another manufacturer.

The two facts stand out clear cut and distinct and are irrefutable. Having given the whole matter our “esteemed attention,” we find it a purely commercial affair of no vital general interest. When the Brockton paper termed it a “Marsh league” it undoubtedly struck the keynote of the situation. Sportsmen will detect in it the wail of a “hard loser.” Others will see in it a clever advertising scheme, and nearly every one will feel a pang of regret for the only victims—the flies who walk into the parlor—the deluded men who permit themselves to be “used” to pull trade chestnuts out of the fire or to further a manufacturers’ quarrel or advertising scheme, under whatever title it may be masked; as usual, most of them will awaken

too late, only to discover that they are the chief sufferers.

The day that any trade dominates any sport is a sorry day for that sport. There is a little too much trade feeling entering into motorcycle sport for the good of it. The Brockton flash is merely one expression of it. If it continues, it soon will be time to hoist the danger signals.

If there is any one part of the year when cycling is made enjoyable than during the other parts, it is during the Fall months—that period which is now at hand, and of which the wag wrote:

The melancholy days have come,

The saddest of the year;

When it's just too warm for whiskey,

And just too cold for beer.

It is this season when the crispness is in the air—the crispness which in conjunction with a bicycle ride causes the blood to tingle and the cheeks to glow. It is the season when the man who complains that riding a bicycle is “hot work” is bereft of an excuse. It is the season when Nature is bedecked in its most gorgeous varment—when the red and green and gold of forest and mountainside form such pictures as no artist can paint—when the rose is on the apple and the purple on the grape. It is the season when the cyclist cares naught for whiskey, and less for beer. There is more warmth, more zest, more exhilaration, more beauty in cycling at this season than during any other. The climb uphill is more grateful, the coast down more glorious.

These are no “melancholy days” for cyclists. Rather are they the “gladdest of the year.” Possessed of a bicycle the man who fails to fairly feel it has indeed a “soul that slumbers.” With a bicycle they are days that put melancholia to rout. They are all too short! Therefore, get out and ride while you may! Go where the woods blaze—go where the crunch of the dead leaves makes sweet music—go where the Master hand has worked with His most marvelous color brush. Go, and life will seem more worth the living.

Hats off to Kramer! Any man who can win the American professional championship for five successive years, after twice holding the honor in the amateur class, deserves the plaudits even of his enemies. He is an uncommonly bitter one who would withhold them.

Inclosed find check for renewal of our subscription to the Bicycling World. We would not do without it for three times the price.” —(Sheff & Riggs, Colorado Springs, Col.

"WHEEL ABOUT THE HUB"

Veterans Hold their Annual Re-union— Three Days on the Old Familiar Roads.

Time was when The Wheel About the Hub was presaged by an interesting descriptive circular couched in language calculated to make every recipient at least desire to join the veteran party. This year the invitation circular was limited to meagre statements, mainly of date, route and cost, despite which, and proving the deep-seated strength of the "Wheel About the Hub" habit, eighteen old timers on their wheels and five automobiles, of which four were touring cars, responding to the "All up" of Captain Kendall, at 10:45 on Friday morning, 8th inst., wended their graceful way from the old rendezvous at the corner of Warren street and Walnut avenue, Roxbury, Mass., bound for the shady ways which lead to Massapoag.

The first halt was called on the shore of Jamaica Pond, where the first en route photograph was taken. Then came a delightful run across the Parkway, past the Arboretum and along Wall street to West Roxbury, where another photograph was effected. The next halt and photograph was at Dedham Island bridge, followed by another at Dedham Centre, and yet another at the Fairbanks cottage, the oldest house in New England. Then came a rapid run, which was mostly a coast, to the "Grove of Pleasant Memories," where, beneath the pines, Carter Hendrie's picnic luncheon, with its white napery and gleaming silverware, the huge joints of beef and ham, all cooked to perfection; the English deep apple pies with thick cream, to say nothing of the two barrels shrouded in ice with the steins in rows already for use, proved so altogether irresistible to the sharpened appetites and carefully hoarded thirsts, that by unanimous consent the annual baseball contest was postponed for an hour while every one "set to," as only wheelmen can do so.

But even wheelmen's appetites must, after a while, succumb, and presently "Papa" Weston circulated among his "children" with a box of "Non Plus Ultras" (not the three-cent kind, which rapidly decreased in weight. Then did "Billy" Everett and Captain Kendall toss each to the other a baseball bat, the sides were chosen, and the party wended its way across the road to the field, where the annual baseball game was played. The duties of the umpires, Messrs. Obermeyer and Weston, were rendered more arduous than usual on this occasion, inasmuch as all left-handed strikers being permitted to run from left to right, some confusion naturally resulted. But eventually all such matters were straightened out, and the umpires declared that Everett's side (eight runs against Kendall's twelve) were the winners. Whether the umpires had been "seen" before this decision was announced, the chronicler does not feel able to decide, but it must be admitted that during the remainder of the run, both Ober-

meyer and Weston appeared to be "flush" to an even unusual degree.

The game finished and the mount called again, a pleasant route brought the party to the base of Blue Hill, and another photograph, and then to "Riders' Rest," where the photograph was this time taken to a "shandy gaff" accompaniment. Then came the climb over Ponkapoag Hill, the long, swift coast down the other side, and soon to Canton, where Miss Conley's admirers must have seriously impeded the business of the New England Telegraph and Telephone Company by the urgency of the several messages which they found it necessary to send to more or less distant points, and the altogether unnecessary conversations with Miss Conley, which they seemed, however, to consider requisite. The next halt was at Cobb's Tavern, now a tavern no longer, but a relic of bygone days, where Miss Cobb has now, as always, a hearty welcome for the wearers of the five-pointed star.

The next mile and a half was the only bad going of the day, but the sand was somehow ploughed through, and another couple of miles of sandpapered road, which came after, brought the riders to Massapoag, where Landlord Boyce was soon made very busy assigning to the members their rooms. Then came traditional ceremonies in Room 1, which brought the riding of the first day to its close.

The story of the evening's banquet, if told in full, would be one of such glorious good fellowship that no single number of the Bicycling World could do it justice. "Papa" Weston was unanimously chosen as chairman, and offered as grace before meat, "For what we are about to receive, and for the privilege of once more meeting each other and sitting down together on the Wheel About the Hub, Thank God," a sentiment in which every man present evidently coincided. The after dinner exercises were characterized by the bonhomie which is so inseparable from this particular festival. The "Bibamus" was sung and often sung, as the Boston Club alone can sing it. Will R. Pitman, C. J. Obermeyer and W. M. Meserole responded feelingly for the New York members, Abbot Bassett, the venerable secretary, responded for the L. A. W., "the national club which came into existence because the Boston Club was born," and President Cooke added a few eloquent and appreciative words to Secretary Bassett's interesting and hopeful remarks. S. C. Smith, of Syracuse, responded for "Our Guests"; Charles S. Skinner for the "Victorian Club," the English club of Boston; W. B. Everett for "The Wheel About the Hub Committee of 1905." Various other toasts were proposed and responded to, many excellent stories and songs were told and sung, and then Tom Hall's glorious baritone rang out in "Philadelphia in the Morning," and the enjoyments of the first day were practically over.

The morning of Saturday dawned brightly, as those who in birthday clothing sought the placid waters of the lake can attest, and on their return to the hotel they found "Papa" in Room 1 busy dispensing Dr. Abernethy's famous consumption cure, a beverage consisting chiefly of milk, with a small admixture of something imported from Medford especially for this occasion. Then came breakfast, and a jovial meal it was, followed by

another photograph, then the mount, and then the glittering wheels flashed gaily along the shore of the lake, through Sharon and down the long coast to Cobb's Tavern, where the names of the party were entered in the old tavern register, and fond farewells for another year were said. The halt at Canton was brief, but at Cemetery Corner, some three miles further on, another photograph was taken. Then to Ponkapoag and the Old Oak Tree, beneath which Tom Jones was found sitting and guarding another ice-encircled barrel and a table whereon the steins and the crackers and cheese were waiting. Then were the steins filled, and every man uncovered, while the now annual toast, "To the memory of Ned Hodges," was silently drunk. Presently the party penetrated further down the leafy lane until the "Box" and Ponkapoag Lake were reached. A happy hour of swimming and chatting and singing passed all too swiftly; the mount was called once more, and the six and a quarter miles to South Braintree were soon covered. No attempt to lower the record (twenty-five minutes, set by "Papa" Weston in 1904) was made, and after the party had all got together again, the road was resumed, and, with keen enjoyment, though without special incident, the paths of pleasure which led through Weymouth and Hingham and along the beautiful Jerusalem Road to "Kimball's," at Cohasset, were happily traversed. Then came the fish dinner, which has always been such an enjoyable feature on this run, and the brief post prandials, of which the toast to "The Absent Ones" (in which the Belding party of New York and the Sawyer party of Providence were not forgotten), was perhaps the most noticeable.

Some of the riders were then obliged to return to Boston or elsewhere, and the balance addressed themselves to those recreations which most appealed to them, some strolling on the rocks, others enjoying a quiet cigar and a chat on the piazza overlooking the sea, and yet others gathering round a table within doors and telling stories (what does "a skeet" mean?), many of which needed documentary proof before they could be believed. Then came Joe Hendrie and his famous "Ring-tum-diddy," which someone defined as "a glorified Welsh rarebit," and afterwards, bed.

The next day brought a continuation of the glorious weather, and a repetition of Dr. Abernethy's prescription, followed by an old-fashioned New England breakfast, to which all did as ample justice as did Pitman and Powers, who were the only ones who had evinced courage enough for a morning swim.

The after breakfast cigar preceded the leave-takings, which, with no little sadness, had to be faced. Some wheeled to Hull and thence took steamer for Boston. Some wheeled to Scituate for dinner. The Obermeyer touring car started for New York via the Berkshires, the other automobiles for their respective destinations, and the remainder of the party lingered on the piazza until it became imperative that they should tear themselves away in order to cover the twenty miles to Hendrie's in time for dinner. The feat was accomplished, however, and it was a merry party which about 6 o'clock gathered round the Hendrie table, and after discussing all the good things which awaited them, separated until another year should bring around once more the most glorious cycling festival of this or any other country, "The Wheel About the Hub." And as they wended their homeward ways, all must have had lingering in their ears Tom Hall's musical rendering of,

"Just one run, only just one run,
Three days' wheeling with nothing but old time fun.

May he lose, who would elsewhere choose,
Other joys than are found in this dear old run."

CHAMPIONSHIPS DECIDED

Kramer Loses Final Race, But Has Most Points—Downey is Top-notch Amateur.

Although Iver Lawson gave Champion Frank L. Kramer one, of the most severe trouncings it has been the Buffalo crack's extreme pleasure to administer to the East Orange rider this season, at the final meet at Madison Square Garden, New York City, on Monday night, 11th inst., it was too late to prevent the champion from winning the title for the fifth consecutive year.

Monday night marked the run-off of the



FRANK L. KRAMER.

final championship event, and although Kramer was defeated by Lawson, the East Orange rider still holds the national championship for the fifth successive time, with 59 points, while Lawson is second, having scored 48 points. It also marked the final struggle for the title of national amateur champion, and resulted in Matthew E. Downey, of Boston, winning the honor by the narrow margin of one point. Teddy Billington, of the National Athletic Club, Brooklyn, who, however, lives in Newark, N. J., stands on the second rung of the amateur championship ladder, with a total of 15 points to his credit.

Although Jupiter Pluvius had opened the heavens with a vengeance, nearly three thousand people braved the rain and were well repaid by seeing the best card that has yet been presented this summer. In view of recent setbacks, Lawson was determined to give Kramer a beating that he could not soon

forget, and that he succeeded was due to the brilliant team work of his partner, financial-physical-spiritual-and-otherwise adviser, the elongated San Josean, Floyd McFarland. The race was a five-mile professional championship, with increased points, and carried the title with it.

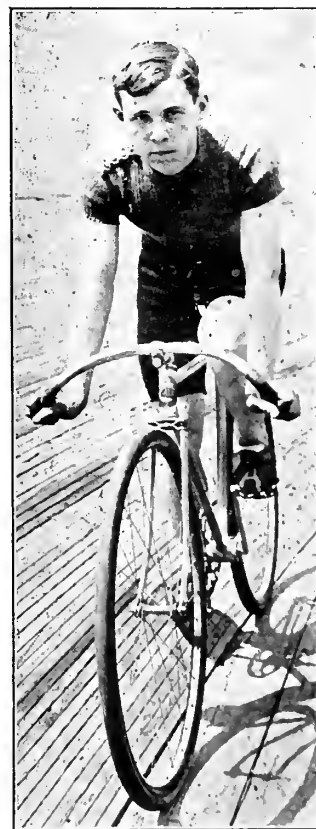
There was a hitch in running the event. It was first announced that there would be three one-mile trial heats, the winners to ride in the final with the winner of a special heat at half a mile for the second men in the trials. Such an unprecedented occurrence naturally aroused the ire of McFarland and the other two riders who had finished second in the trial heats. After the N. C. A. rules had been expounded to the officials they actually agreed to conform to them as much as possible, so two semi-finals were run, three riders in each, with two to qualify for the final.

In the first semi-final heat Fenn was eliminated, Lawson and John Bedell qualifying in the order named. It was wholly Fenn's fault, for instead of being content with finishing behind Lawson for second place, he attempted to outspurt the Buffalo rider, and was so exhausted from his efforts that John Bedell crossed the tape second, with Fenn trailing. In the second semi-final Kramer, McFarland and Root were the starters, and they finished in this order.

Naturally "Long Mac" and the "Flying Swede" paired in the final heat, Kramer and John Bedell apparently riding alone. The other riders let Bedell take the "five spots" hung up for the leader of every mile, and, although the Lynbrook rider would have liked to drop back in the third mile, they made him set the pace, and also for the fourth mile. On the second lap of the last mile Kramer, thinking that getting the pole is equivalent to the race, jumped ahead and swung in on the pole. McFarland let him lead for three laps, and then began to unwind. Before this Kramer realized full well that "Mac" would unwind, and the champion fairly back pedalled to prevent McFarland from accelerating his speed. As was said before, McFarland pulled Lawson past Kramer, and John Bedell had his eyes glued on Lawson's rear wheel. In the sixth lap Kramer made an effort to regain his lost position, but after a brave struggle, which lasted for two laps, gave it up. McFarland let Lawson go in the bell lap, and the Swede flashed over the tape over a length ahead of John Bedell. Kramer was six lengths in the rear. Had McFarland not sat up it is likely that even he would have shown the way to the tape to Kramer, for the latter was plainly all in. Lawson's victory was immensely popular, and he was cheered time and again.

The real struggle for the title of national amateur champion occurred in the five-mile event. Before the race the score stood with 15 points for Billington, of the National Athletic Club, as against 11 for Downey, of Boston. Nearly everybody expected to see Billington win the championship, for he had to get only fourth place in the final to tie the score with Downey if the latter should win

the event. It was partly Billington's fault that he lost his chance to score. His lapse of attention occurred at the beginning of the eighth lap, in the trial, when Billington was on the pole, with Fred Ernst riding alongside of him and McDonald, the Boston boy, behind. Ernst had frustrated McDonald in several efforts made by the latter to get by on the outside, and conditions looked so bright for Billington to qualify that he rode slightly up from the pole. This was the opening McDonald was waiting for, and, coming along the stretch in the eighth lap, the Bostonian shot down off the track on the floor and at the next turn came in on the pole, forcing Billington and Ernst up the track. Both of the latter riders fought desperately to regain the lead, but their efforts were useless, McDonald finishing first and Ernst second.



MATTHEW E. DOWNEY.

Three riders were in each of the two semi-final heats. In the first Sherwood and Downey shut out Kluczek, while Rupprecht and McDonald finished ahead of Ernst in the second. Sherwood had the pole at the start of the final heat, with Rupprecht, Downey and McDonald next in line. To make the race interesting Alfred Ashurst was selected to pace the riders for two miles, and James Zanes the third and fourth.

Beginning the last mile, Rupprecht, who wears the winged foot of the New York Athletic Club, deliberately cut down on McDonald, causing the latter to fall. It was plainly seen that Rupprecht was determined to down the Boston riders. Rupprecht then tried to ride Downey off the track, while Sherwood sprinted ahead to win. Downey saw that he stood no chance against Rupprecht's foulest

DOUGLAS IS CHAIRMAN

New Yorker Heads F. A. M. Committee—
Takes Notice of Funny "Outlaw" Meet.

kind of riding unless he disposed of the latter, so in the seventh lap of the last mile he put his hand on Rupprecht's shoulder and held him until he could get past, when it was an easy matter for him to overhaul Sherwood and beat him to the tape. Rupprecht claimed a foul, but as Downey's act was entirely justified, it was not allowed. Instead Rupprecht was disqualified, and McDonald, who had been put out of the race by the New York Athletic Club man, was given third place.

Rupprecht's riding was the foulest that has been witnessed for many years, and when it was announced that he was disqualified the entire ensemble rose and cheered the decision. Then they hooted and hissed Rupprecht from the track.

Downey's victory was a very popular one, and it was treated accordingly. Downey began his racing career four years ago at Boston, riding for the Jamaica Cycle Club. He soon worked up to the top notchers, and for the last two years has been the acknowledged amateur champion of Boston, his native city. He is twenty-one years old, having attained his majority on Labor Day, 4th inst. Downey rode a Yale wheel geared to 96 and fitted with Palmer tires.

George Schreiber, of New York City, rode a splendid race in the one-mile "pro" handicap, and succeeded in beating out Root and Dorlon. In the half-mile amateur handicap C. J. Jacob, 70 yards, finished first, and Downey, by the hardest kind of plugging, started from scratch and crossed the tape second. Summaries:

Half-mile novice—Fred Lane, first; William Stewart, second; George Bray, third. Time, 1:06.

Five-mile professional championship; trial heats at one mile—First heat—W. S. Fenn, Bristol, Conn., first; John Bedell, Lynbrook, L. I., second. Time, 2:49. Second heat—Iver Lawson, Buffalo, N. Y., first; E. F. Root, Boston, second. Time, 2:57 3-5. Third heat—Frank Kramer, East Orange, N. J., first; Floyd McFarland, San Jose, Cal., second. Time, 2:14. First semi-final heat—Iver Lawson, first; John Bedell, second. Time, 3:06 4-5. Second semi-final heat—Frank Kramer, first; Floyd McFarland, second. Time, 2:47 3-5. Final heat—Iver Lawson, first; John Bedell, second; Frank Kramer, third; Floyd McFarland, fourth. Time, 14:18 3-5.

Five-mile amateur championship; trial heats at one mile—First heat—Matt Downey, Boston, first; Watson J. Khuzek, Roy Wheelmen, second. Time, 2:13 4-5. Second heat—C. A. Sherwood, N. Y. A. C., first; Edward Rupprecht, N. Y. A. C., second. Time, 2:14 3-5. Third heat—A. W. McDonald, Boston, first; Fred Ernst, N. Y. A. C., second. Time, 2:32. First semi-final heat—C. A. Sherwood, first; Matt Downey, second. Time, 2:58 4-5. Second semi-final heat—Edward Rupprecht, first; A. W. McDonald, second. Time, 3:00. Final heat—Matt Downey, first; C. A. Sherwood, second. Time, 11:30 4-5. Rupprecht finished third, but was disqualified.

One-mile handicap, professional—George Schreiber (60 yards), first; E. F. Root (60 yards), second; Oliver Dorlon (75 yards), third; Floyd Krebs (75 yards), fourth. Time, 1:55 1-5.

Half-mile handicap, amateur—First heat—Matt Downey (scratch), first; A. C. Spain (50 yards), second. Time, 1:05 2-5. Second heat—John Fox (70 yards), first; H. H. Hintze (80 yards), second. Time, 1:01 1-5. Third heat—C. C. Jacobs (75 yards), first; James Zanes (25 yards), second. Time, 1:03 2-5. Fourth heat—Fred Ernst (scratch), first; W. J. Khuzek (40 yards), second. Time, 1:01. Final heat—C. C. Jacobs, first; Matt Downey, second; John Fox, third. Time, 1:00.

President Betts, of the Federation of American Motorcyclists, this week announced the appointment of Roland Douglas, of New York, as chairman of that organization's national Competition Committee. Douglas, who also is president of the New York Motorcycle Club, was one of the first riders in these parts and always has been one of the workers in the vineyard. He was a charter member of the New York Club and of the F. A. M., has no trade affiliations, loves clean sport, and in his efforts to promote and uphold it promises to let the chips fall where they may.

Chairman Douglas's first act after his appointment was to discipline those of the identified riders who competed at the "outlaw" meet at Charles River Park, Boston, on Saturday last. The men affected are C. A. Libbey, Lynn, Mass.; H. H. Cobe, Dorchester, Mass.; Guy M. Green, W. A. Estes and Charles De Marque, of Waltham, and Ralph Wiatt, Robert Shultz, O. S. Phillips and Charles Helander, of Brockton. All have been suspended for an indefinite period and warned that repetition of the offence will result in their permanent disqualification.

The races in which these men competed marked one of the funniest turns ever given to any sport. Although apparently promoted by a "national association of motorcyclists," which a Brockton paper styles the "Marsh league," the real sponsor of the meet was a disgruntled Brockton motorcycle manufacturer who had leased the track for the purpose. His disgruntlement grew out of the racemeet at which the F. A. M. championships were decided last month.

On that occasion there were run also several events clearly restricted to "stock machines." Notwithstanding, this manufacturer whose stock machine weighs about 165 pounds, entered C. A. Libbey in these restricted events and he appeared on the track with a motor bicycle weighing about 110 pounds and, save for the motor, looking little like the catalogued product. There was a protest, of course, and Libbey very naturally was disqualified. The Brockton manufacturer, who, by courtesy of the referee had been permitted inside the enclosure, was greatly exercised over the affair and spoke his heated mind freely. In a subsequent event a man on one of his machines was leading when an official committed an unfortunate mistake, that has been committed more than once before in other sports—he gave the "last lap" signal too soon and the Brockton man's man sat up very naturally supposing he had won.

When this proved not to be the case the manufacturer simply boiled over. He showed himself a "hard loser," and went home "saying things" about the F. A. M., the referee and a lot of other people. It made him

determined to possess an organization all his own that would never, never give him cause for anger or disgruntlement. He went about it in the right way to accomplish that purpose—in a way that will commend itself to anyone else desiring to possess a "national organization" of his own. He called no meeting and indulged in no election or other such foolishness. He simply decided on a title and had it printed on a letter head together with the names of the "officers" he picked out. He selected his New York agent for president and two of his employees, or intimates, for the other "officers" he thought necessary to create. When the New Yorker, a most estimable gentleman, was informed of the honor thrust on him in such unusual fashion he exclaimed, "Nay! Nay!" and, it is said, accompanied his no with some wholesome advice. The Brockton maker then found a "president" in Brockton, where the other two "officials" reside. Deciding that it is proper for "national associations" like his own to give racemeets he leased Charles River Park track and issued an entry blank, one side of which was devoted to an advertisement of his product; the other side contained a list of ten or twelve races and requested that entrants come early; the only name it bore was that of an employe of the manufacturer in question whose residential address in a little town adjacent to Brockton was given.

It was at this racemeet that the men suspended by Chairman Douglas competed. The meet itself was unique in many respects. The events programmed bore small resemblance to those on the entry blank. There were—it is actually a fact—two novice races, two amateur events and two "free for alls," whatever they may be. The programme itself was novel enough to retain as a souvenir. It sold for five cents, but all it contained was the list of events and two advertisements, one, of course, of the Brockton manufacturer. For the names and numbers of the riders the purchasers were referred to the bulletin board! At the box office, where the tickets were sold, another innovation in sport was inaugurated. The ticket sellers were there not merely to take in money, but to hand out the Brockton manufacturer's catalogues, of which a plentiful supply was on hand. In order that none might escape this innovation, the remarkable programme called attention to it!

New York Fleets Philadelphia.

The New York Motorcycle Club and the Philadelphia Motorcycle Club became acquainted one with the other last Sunday, and each rode more than 100 miles to do so. By prearrangement they met for the purpose at Hightstown, N. J., about midway between the two cities. They were to have dined together, but the Philadelphians arrived so late that the New Yorkers having despaired of their coming had sat down to the meal and other guests occupied the table reserved for the Quakers. They had time, however, for a smoke and a short fraternization and partly to decide on a similar meeting, when the Philadelphians promise to make arrangements to rout out the heavy sleepers of their club.

LAWSON IN THE SULKS

**Makes No Effort for the Championship—
Kramer Wins More Points at Vailsburg.**

Over three thousand enthusiasts saw the best card this season run at the Vailsburg board track last Saturday night, 9th inst., and one which was at once disappointing and gratifying. The weather was cool, and those "fans" who had not yet gotten their overcoats out of pawn had some consolation in the fact that the racing was of such class as to cause the blood of even the most imperturbable person to warm in common with that of the riders.

Lawson's sulkiness—or at least his actions amounted to the same thing—cost him the last chance to earn the champion's plumes. It was so noticeable that it caused the uninitiated to marvel. In the first semi-final heat of the two-mile "pro" championship event Lawson did not extend himself and let Root shut him out. In fact, Lawson rode down the stretch to the tape sitting up. Back of this lies a little story, which perhaps will tend to explain the ex-world champion's actions. First of all, Lawson is a rider of somewhat peculiar temperament. If he thinks he is getting the worst end of a bargain he will sometimes, so to speak, "go all up in the air." On the other hand, if he thinks he is "up against a well planned deal" he will, just to show the doubting Thomases that "Lawson can't be downed," go out and almost ride his legs off. It is according to Iver Lawson's frame of mind how much effort he puts forth to win a race. Saturday night Lawson was feeling glum, and he cared little who knew it. The fates were conspiring against him. Lawson was under contract to ride a certain number of races at Vailsburg, for which he was to be reimbursed in the coin of the realm. On Labor Day it rained all the forenoon, and Lawson, thinking the board track would be too slippery to ride upon, failed to appear at the track. All the other riders were there, but the track was in such condition that it is doubtful if the meet would have been run off even had Lawson appeared on the scene. His appearance money was consequently held up by the manager of the track. It was Lawson's fault, as he should have been there, rain or shine. The Buffalo crack—he calls Buffalo his home—brooded over this until he became sourly pessimistic, and his devil-may-care mien Saturday night caused many of his former staunch adherents to silence their deep mortification by loudly applauding Kramer.

To return to the race itself, Lawson, Fenn, Root and Menus Bedell had qualified for the first semi-final heat. Fenn and Root crossed the tape in this order, Lawson making no effort to get placed. McFarland, Krebs, Kramer and John Bedell were the starters in the second semi-final, and "Long Mac" and the "Flying Dutchman" announced a team. It

served the lanky Californian to little advantage, however, for McFarland and Krebs were both eliminated, Kramer and Bedell crossing the tape, respectively, first and second. McFarland seemed to take his defeat good naturedly, but when in the training quarters this big six feet of bone, muscle and good nature broke down and wept. Yes, tears actually rolled down his bronzed cheeks.

After this it was plain sailing for Frank Kramer, but to make victory doubly sure the East Orange rider teamed with the fair-haired Root. Beginning the bell lap Root was pulling Kramer, Fenn was behind and John Bedell trailing. On the backstretch Bedell took a fancy to move up, and rode alongside Fenn, and when Kramer went past his team mate in the stretch Bedell tacked on. Root held the pole, and Fenn, in his efforts to get past, rode into the grass. He filed a protest on the grounds that he was the victim of a three-man combination, but to those at the tape it seemed that Fenn was a victim of circumstances or a cleverly executed trick. The protest did not go, but when some one in the bleachers yelled, "Three cheers for the most popular rider on the track!" three and three times three were given heartily. Kramer's victory was immensely popular, and he was cheered repeatedly.

The other event of prime importance was the one-mile amateur championship. With the weeding out process completed, Albert Ashurst, Matt Downey, Teddy Billington and C. A. Sherwood breasted the tape in this position for the great struggle. The local contingent were out to prevent Downey, the popular Boston boy, from running away with first place, which carries with it five points, and that they succeeded was due to the efforts of Ashurst. The "Village Blacksmith" set the pace all the way, and, although it was clear that he did it for Billington's benefit, when Downey protested after the race it was just as clearly shown that all the contenders had benefited by the blacksmith's "donkey work." The finish was one of the closest and most exciting ever seen on the Vailsburg track. When Ashurst let Billington go by Downey was coming on strong, and at the tape not more than two inches separated them, according to the judges, who gave the decision to Billington, the National Athletic Club rider. That Downey failed to beat Billington was perhaps due to his wabbling on the homestretch, for he was ahead of Billington just beyond the tape. Sherwood finished third and Ashurst last. Time, 2:52 2-5.

All this season there has been a noticeable lack of judgment displayed in placing the men in the handicap events, but at last the official handicapper has solved the problem to his own ultimate satisfaction, and to the satisfaction of the spectators at large. Heretofore the scratch bunch have had little difficulty in pulling down the place prizes. On Saturday night the riders were placed in four groups, and the result was apparent. George Schreiber, W. R. Lee and Floyd Krebs were placed at 275 yards, and by alter-

nating pace they lapped the scratch men in the thirteenth lap. The honor men were evidently alarmed at this condition of affairs, for they framed up a combination to kill off Schreiber, Lee and Krebs. Menus Bedell was to lead in a heart rending sprint, and when the trio had fallen back far enough Root was to go back and flag them. The first part of the trick succeeded, but not the latter. Root, parrotlike, did as he was told, but did not take into consideration how Schreiber, Lee and Krebs would like the trick. When Root fell back and rode all over the track to stall the trio Schreiber told Mr. Root in a few terse sentences how the claret would flow from his proboscis after the race. This latter gentleman very wisely went back where he belonged, and thus saved himself the pain of a wounded countenance and probable disqualification. Schreiber, Lee and Krebs finished in this order, while Joe Fogler came in with colors flying for fourth money. Fogler's sprint was a feature. While the scratch men were sleeping on the backstretch at two laps to go, the Brooklynite suddenly jumped away and placed half a dozen arc lamps between him and the "honorable."

Ashurst, with 90 yards' handicap, won the two-mile amateur handicap, and Matt Downey, from scratch, finished second. Summaries:

Quarter-mile novice—First heat—Charles Anderson, first; Richard O'Connor, second. Time, 0:35. Second heat—R. J. Curley, first; L. W. Hickman, second. Time, 0:35 1-5. Final heat—Charles Anderson, first; L. W. Hickman, second; R. J. Curley, third. Time, 0:35 1-5.

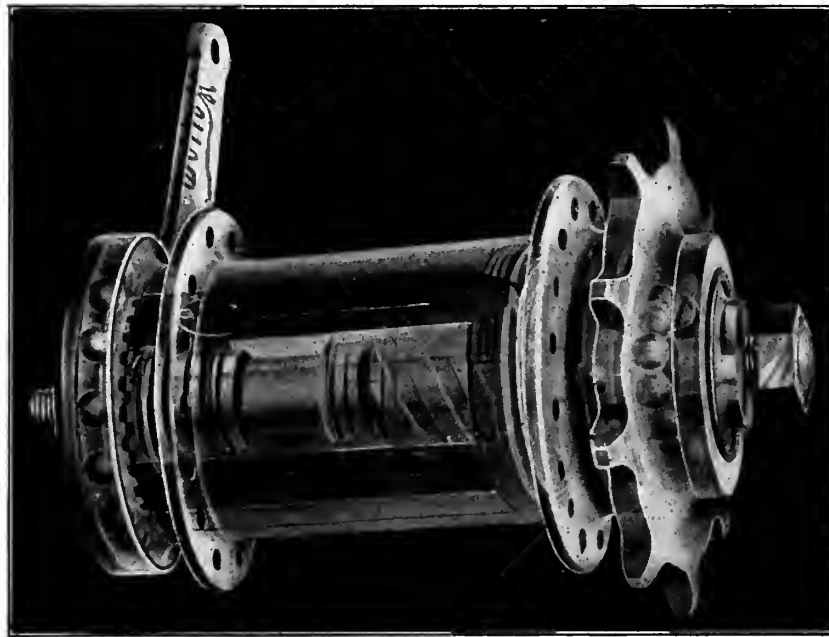
One-mile amateur championship—First heat—A. W. McDonald, Boston, first; Teddy Billington, Nat. A. C., second. Time, 1:18. Second heat—Alfred Ashurst, Newark, first; Charles Franks, N. Y. A. C., second. Time, 1:14 1-5. Third heat—Edward Rupprecht, N. Y. A. C., first; Matt Downey, Boston, second. Time, 1:18. Fourth heat—James Zanes, Nat. A. C., first; Charles E. Sherwood, N. Y. A. C., second. Time, 1:08 4-5. First semi-final heat—Alfred Ashurst, first; Teddy Billington, second. Time, 1:12 2-5. Second semi-final heat—Matt Downey, first; C. A. Sherwood, second. Time, 1:28 2-5. Final heat—Teddy Billington, first; Matt Downey, second; C. E. Sherwood, third; Alfred Ashurst, fourth. Time, 2:52 2-5.

Two-mile professional championship (increased points)—First heat—Iver Lawson, Buffalo, first; E. F. Root, Boston, second. Time, 1:10. Second heat—W. S. Fenn, Bristol, Conn., first; Menus Bedell, Lynbrook, L. I., second. Time, 1:41 4-5. Third heat—Floyd Krebs, Newark, first; Floyd McFarland, San Jose, Cal., second. Time, 1:07 2-5. Fourth heat—Frank Kramer, East Orange, N. J., first; John Bedell, Lynbrook, L. I., second. Time, 1:15. First semi-final heat—W. S. Fenn, first; E. F. Root, second. Time, 3:08. Second semi-final heat—Frank Kramer, first; John Bedell, second. Time, 3:07 1-5. Final heat—Frank Kramer first; John Bedell, second; W. S. Fenn, third; E. F. Root, fourth. Time, 5:28 3-5.

Two-mile handicap, amateur—Alfred Ashurst (80 yards), first; Matt Downey (scratch), second; H. A. Davenport (210 yards), third; Jacob Magh (60 yards), fourth. Time, 4:17.

Five-mile handicap, professional—George Schreiber (275 yards), first; W. R. Lee (275 yards), second; Floyd Krebs (275 yards), third; Joe Fogler (175 yards), fourth. Time, 10:25. Lap prize winners—Schreiber (8), Krebs (5), Lee (2), Lang (2) and Triebel (2).

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GIVING SUCH UNIVERSAL SATISFACTION

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GREEN CLOUD MARS MEET

He Overshadows "Marsh League's" Native Talent—"Novices" Without a Parallel.

On Saturday last, 9th inst., the "national association of motorcyclists," which a Brockton paper calls the "Marsh league" and which an aggrieved motorcycle manufacturer of that city "organized" by merely printing a letter head bearing the names of some of his employes and associates, held a race meet on the Charles River Park track, Boston, which the manufacturer had leased for the occasion and whose catalogues were distributed at the box office. There were 200 or 300 people in the grandstand and a fair crowd in the "bleachers."

The sport was not more interesting nor less than that of the average motorcycle race meet, runaways being the rule. Guy M. Green, of Waltham, who may be styled a "rank outsider," since he did not use a machine made by the promoting manufacturer, was the star of the occasion, winning four of the six events and being second in two. He rode a 4 horsepower Orient. The most startling feature of the meet was, however, the running of two separate novice races, one of a mile and the other of five miles. Men who are not motorcycle novices competed in both, the prize winners in one also competing in the other. Thus Green, who was not a novice, has the probably unparalleled distinction of winning two novice prizes on the same day at the same meet. The manner of starting was also novel. The men started from a standstill at the tape, but the time was not taken until the first man reached the tape on the next lap; it was thus made a flying start, but the funny part of it was that it seemed not to matter whether the riders were bunched or were within half a lap of each other. Anything apparently was deemed a fair start. If the meet had not been somewhat of a "family party," it appears likely that letter heads of another "national association" would be now on the printing press.

Robert Shultz, with a two cylinder Marsh, was billed to break the mile record, but the record had the laugh on Shultz. He pedalled laboriously around the track a couple of times endeavoring to coax the motor to "cough," but as no "cough" was forthcoming Robert retired to receive the sympathy of the "organization," after which the "national association" went to his Brockton home with his friends, voting the affair a "great success." As his lease is good for another meet of the same high order, he may give another one before the snow flies. Summaries:

One-mile novice—Won by Guy M. Green (4 h. p. Orient); H. H. Cobe (2 h. p. Metz) second; C. S. Phillips, third. Time, 1:15.

Five-mile novice—Won by C. A. Libby (3 h. p. Marsh); G. M. Green, second; C. De Marque, third. Time 5:50.

One-mile amateur—Won by G. M. Green; H. H. Cobe, second; C. De Marque, third. Time, 1:17.

Two-mile amateur—Won by G. M. Green; C. S. Phillips, second; C. De Marque, third. Time, 2:28 4-5.

Five-mile, free-for-all—Won by G. M. Green; C. A. Libby, second; R. Gagnon, third. Time, 6:19.

Five-mile free-for-all—Won by C. A. Libby; G. M. Green, second; H. H. Cobe, third. Time, 6:07 2-5.

Another Funny Motorcycle Race.

At an automobile race meet at Overland Park, Denver, Col., on Labor Day, 4th inst., one motor bicycle race "for valuable prizes" was programmed. Denver papers state that one prize was given—a pair of cuff buttons. Whether they were gold plated or just the



NEW YORK BRANCH 214-216 WEST 47TH ST.

good old fashioned bone buttons the paper does not add. The event was a handicap affair at five miles. J. E. Shatzer, riding an Apache, with a handicap of 1:30, finished first in 7:19½. It is also gravely added that "Mr. Boyd, starting at scratch, beat the motorcycle record, making the five miles in 6:20 flat." The previous "record holder" is not named. It might also be interesting to note that Boyd rode a huge pacing machine that he uses to pace professional bicycle riders on the Salt Lake City, Ogden and Denver saucer tracks.

American Wheelmen Incorporated.

The American Wheelmen, Baltimore, Md., one of the youngest but most aggressive cycling clubs of the Monumental City, has been incorporated with the following officers: President, William C. Albert; vice-president, William H. Canne; treasurer, George Huber; recording secretary, Frederick Brockman; assistant recording secretary, William Smith; financial secretary, William Boehm; assistant financial secretary, Elmer Relleker; sergeant-at-arms, James H. Harris; governors,

the officers and Charles Hess, Thomas Klug, Carl Meyer, Robert Shanklin, Charles B. Weiss, William A. Keese and Theodore Kraus; captain, Robert Shanklin; first lieutenant, Michael Schwenson.

France Free to Motorcycle Tourists.

The secretary of the Cyclists' Touring Club has just been informed officially that the motor bicycles of its members who wish to tour in France may pass the French custom houses without payment or deposit of duty; in fact, that in future members of the Cyclists' Touring Club may enter into France with their motorcycles under the same conditions as with ordinary cycles. This concession not only throws open France, but the whole of Europe free of duty to the members of the Cyclists' Touring Club furnished with the necessary ticket, as members of the club have already been granted free entry with their motorcycles into Germany, Holland, Belgium, Italy and Switzerland.

Erie Insists on Bells.

Erie, Pa., has started a crusade against unbellied cyclists, and as a result many cyclists have already fallen into the police nets. Several years ago an ordinance was passed requiring all bicycles to be equipped with bells and carry lamps at night, and for a time the ordinance was rigidly enforced, but it fell into the limbo of things forgotten and no attempt was made to enforce the law. New popularity for the silent steed having returned, however, the police have been instructed to see that the law is rigidly enforced.

Kirkwood Enforces Sidewalk Ordinance.

Up to within a few days the bicycle ordinances of the city of Kirkwood, one of St. Louis' western suburbs, contained an exception making it ruleable for children under twelve years of age to use the sidewalks, but as it was found that the twelve-year limit had become a very flexible quantity, and that many "children of a larger growth" were making use of the privilege, it was decided at a recent meeting of the City Council to do away with the exception and make the rule inclusive.

This Club Meets at the Curbstone.

That cycling for pleasure has not been lost sight of in Baltimore is evidenced by the fact that another new club was formed in that city last week. It will be known as the Curbstone Wheelmen, and will possess no clubhouse, but will, as its name signifies, meet on the curbstone at some designated place each Sunday morning, from which point a trip into the surrounding country will be made. Membership in the club is open to any white cyclist.

Leonard Wheelmen Elect Officers.

These officers have been elected for the Leonard Wheelmen, of Brooklyn, N. Y.: President, T. Stehr; vice-president, Fred Allstadt; secretary G. Dolinsky; corresponding secretary, T. Archibald; recording secretary, Thomas Tillinghast; financial secretary, Fred Vogel; treasurer, L. C. Gersdorfer; sergeant-at-arms, J. H. Engle.

GALLAGHER WINS ROAD RACE

**Captures First Prize Easily at Providence—
Exciting Struggle for Second Place.**

Frank N. Gallagher, of Providence, riding with 2 minutes 30 seconds handicap, had little difficulty in running away with first prize in the fifteen mile road race held at Providence, R. I., last Saturday, 9th inst., promoted by the Bicycle Dealers' Association of that city.

The struggle for second place was most exciting, however, and after a spirited sprint on the last half-mile of the course Charles S. Lewis, of Providence, led a bunch of six across the line. J. McPartland, hailing from Woburn, was third. Lewis and McPartland were a part of the scratch bunch, and in addition to gathering in second and third place prizes they also won first and second time prizes, respectively. Lewis' time for the fifteen miles was 43 minutes 56 seconds, and McPartland rode the distance in 43:56 1-5. Percy Cutler, who was also with the honor men, finished in fifth place and won third time honors, and was only trailing McPartland at the tape by two-fifths of a second.

The race had been postponed from the previous Saturday on account of rain, and this fact probably accounted for the small field of riders. Twenty-five men started, eighteen of whom finished. It was nearly 4 o'clock when the limit men, who had four minutes' grace, lined up in front of Sandy Fenner's famous old rendezvous on Park avenue. Both sides of the avenue were lined with spectators, who had come to the scene of the conflict on bicycles, in automobiles and horse drawn vehicles. Considerable difficulty was experienced in starting the riders off, as the crowd surged forward and left the pedal pushers barely room enough to squeeze through.

The course was down Park avenue, through Knightsville to Oak Lawn, back on to Reser-

voir avenue to the finish. Two laps completed the distance. Gallagher, from the 2:30 mark, had passed the limit men and was leading at the end of the first lap. Two or three spills were reported, and six of the riders dropped out.

It was then a long wait until the finish, and the police were able to rope off both sides of the road at the tape. This resulted in many close finishes. At the end of the second lap, which marked the finish of the race, Gallagher was the first to cross the line, having maintained his lead throughout the lap and finishing two minutes ahead of the oncoming bunch. Summary:

Position, name and residence.	H'cap.	Ac.time	m.s.	m.s.
1. F. N. Gallagher, Providence.....	2:30	46:20		
2. C. S. Lewis, Providence.....	Scratch	43:56		
3. John McPartland, Woburn.....	Scratch	43:56 1/5		
4. John Ingram, Providence.....	1:00	44:56 1/2		
5. Percy Cutler, Wakefield.....	Scratch	43:56 1/2		
6. Alvin Loftus, Providence.....	1:30	45:26 1/2		
7. F. Punacy, Brockton.....	1:30	45:27		
8. Alfage Fountain, Woonsocket.....	1:00	45:37 1/2		
9. Paul Wilkinson, Marshfield.....	2:30	47:23		
10. E. H. Smith, Providence.....	4:00	48:56 1/2		
11. Gini Catli, Providence.....	4:00	48:56 1/2		
12. Fred A. Wike, Providence.....	3:30	50:10		
13. Geo. N. Cooke, Arlington.....	3:30	51:05		
14. C. Ford, Providence.....	3:30	52:15		
15. John A. Dyer, Providence.....	2:30	51:50		
16. Ernest Herzog, Providence.....	3:30	53:00		
17. Joseph Sullivan, Providence.....	0:30	51:05		
18. Chas. Brenderson, Rumford.....	0:30	53:41		

Time prize winners—C. S. Lewis (scratch), first, 43:56; John McPartland (scratch), second, 43:56 1/5; Percy Cutler (scratch), third, 43:56 1/2.

Bowles Returns to Australia.

"Willie" Bowles, the man who trained Lawson and McPartland in their work in Australia last year, has departed from Salt Lake City to return to the land of the kangaroo. He will travel by way of Los Angeles, and will take a steamer from San Francisco for Australia, where he will be joined by Lawson at the opening of the races in that country in October.

Bruyere a Victim of Jersey Law.

J. P. Bruyere, the well known racing motorcycleist, on Monday last fell a victim to the police of his home town, Passaic, N. J. He was fined \$25 for a double offence—exceeding the speed limit and failure to display his license number. It is the heaviest fine yet inflicted on a motorcycleist in these parts.

CALDWELL DEFEATS STINSON

**Close Finish in Fifteen-Mile Motor-Paced
Match Race at Manchester.**

For a long time Harry Caldwell, the big pace follower of Manchester, Vt., has cherished a fond desire to win one race before the season closed, and down at Boston Caldwell always trailed in last. So, to show his fellow townsmen that he is not a "dead one," Caldwell arranged for a little match race between William Stinson, of Boston, and himself. It was run off at the Coliseum, Manchester, last Friday night, 8th inst. Caldwell defeated Stinson by not more than a length.

The riders were sent off from a flying start, Caldwell, paced by White, and Stinson behind Schultz. Caldwell gained a little on his opponent the first mile, but Stinson called for more speed in the second mile. In the fourth mile the Manchester "wood chopper" began to pick up, and was about to pass Stinson, beginning the fifth mile, when he lost the roller on White's machine. The pace was also too fast for Stinson, and he, too, followed suit. Caldwell was recovering lost ground when his tire burst and he was thrown heavily to the track, his rear wheel a wreck and himself bleeding from a bad cut on the right arm.

After Caldwell's wheel had been replaced the race was restarted with the riders in the same respective positions. Early in the tenth mile Caldwell again took the lead, but Stinson overhauled and passed him in the next. Then Caldwell again took the lead, but was pulled down by his opponent once more, who drew a lead on the Manchester rider and began to make a runaway. Caldwell was not to be denied, however, and at half a mile to go he called to his pacemaker to "open 'er up," and in the last lap went past Stinson like a flash. At the tape Caldwell was not more than a length ahead. The time was 21:53. The fastest mile was caught at 1:25 2-5.

As a curtain raiser several amateurs rode a two-mile handicap. Charles Eastman finished first, with Clarence Magoon, from scratch, a close second. Albert Gilbert was third. Time, 5:10.



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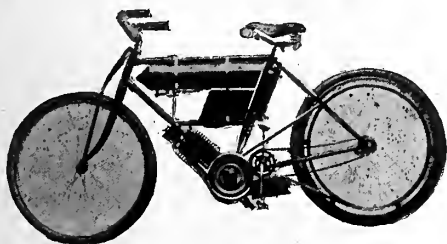
50 Gross Cycle Spanners.

Manufacturers are invited to tender for the above. The Bells to be of various qualities and sizes. Prices to range from \$1.00 to \$2.50 and size of Dome two inches to three inches. Rotary Action. Pand clips. Bell metal dome, both with and without beaded edge. Our name to be stamped on lever of bell and each bell packed in cardboard boxes bearing our name. Spanners to be drop forged, tire lever ends and nickel-plated. Each spanner to be stamped with our name and packed in box bearing our name.

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Advance Catalogue on request.

THE THOMAS AUTO-BI CO.

1443 Niagara St., Buffalo, N. Y.

How the Cycle Promoted Good Roads.

In a recently issued bulletin on the construction of country roads, Sam Houston, State Highway Commissioner for the State of Ohio, pays the following justly deserved tribute to the part which the bicycle has played in the movement for better roads throughout the land. He says:

"The bicycle craze, so-called, did more to stimulate road building and especially to arouse interest in the minds of the public in the improvement of grades than anything else in the history of our country.

"The uncomplaining, patient, dumb brutes toiled and panted, tugged and wore out their tired muscles to drag loads up steep grades and through quagmires, unappreciated and uncared for as to comfort and wellbeing, so far as the majority of the unthinking drivers were concerned. When men and women, however, started out to supply their own power they realized the need of improvement and insisted on more rational and businesslike treatment of the question of better location of roads. The increase of grades by even 1 or 2 per cent impressed itself most strenuously upon the tired human muscles in such a manner that conclusions as to the needs along the lines under discussion were reached that, compared with the old line of scientific argument or proof, seemed almost as intuitions."

Mr. Preston Asks for Information.

"Will the motorcycling readers of the Bicycling World please let me know what is, in their judgment, the best material to prevent belt slipping on a three horsepower machine?" writes W. A. Preston, of Grinnell, Iowa. "I would also like to learn," he adds, "if anyone has ever experimented with the carburettor on a 1903 Marsh, or been able to get a perfect mixture at all speeds, and if so, what they did to obtain that result."

Florida Requires Registration.

The State of Florida has passed a law requiring that automobiles and motorcycles be registered—fee \$2—and that they display tags bearing three-inch numbers. Non-residents registered in other States are exempt for a period of thirty days. The law fixes no speed limits, save when approaching curves, bridges, road intersections, etc., when the pace must be reduced to four miles an hour.

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15 Indians started, including one tri-car.

13 Indians finished, including the tri-car.

10 Indians earned perfect scores.

(More than twice as many as any other two makes combined)

2 Indians only failed to finish and they were disabled by accidents.

In the

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In the

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Indians were again 1st, 2nd and 3rd.

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The Indian won with a record of 30 miles

1191 yds., and the tri-car, carrying two passengers, finished fifth, beating out seven singles.

In the

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Indians were first and second.

How can any thinking man
who judges by results,
select other than
an Indian?

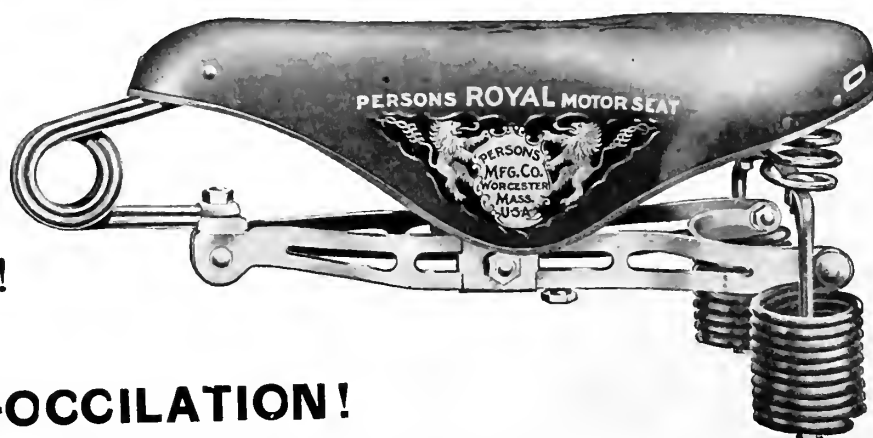
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Price, - - - \$1.00.

The right hand figures represent tenths of a mile and are in red. The above instrument reads 1,437 and 5-10 miles. We can supply the same instrument with reading in kilometers or in Russian versts. The cut is full size.

In spite of everybody telling us that we made the best cyclometers in the world and that our instruments could not be improved, we have nevertheless gone ahead and improved them.

Note the new star wheel. It has broader prongs, so that the striker has a better surface to hit. It also weighs about half as much as the ordinary star wheel. This lessens the tendency of the star wheel to "spin" at high speeds. Meanwhile the rest of the cyclometer is kept up to Veeder standards.

The New Trip Cyclometer.



Price, - - - \$2.00.

The cut shows the exact size of the instrument.

As in the case of the Regular Cyclometer, the right hand figure on each dial represents tenths of a mile, the figures being red. The other figures are black and give the miles. We can supply readings in kilometres or in Russian versts.

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The Week's Patents.

797,387. Puncture Closure. Adolph T. Vigneron, Providence, R. I. Filed March 22, 1905. Serial No. 251,400.

Claim—1. A puncture closer consisting of a body portion having two heads, said body portion adapted to be crushed or compressed and shortened to bring said heads closer together and retain them in that position.

797,449. Bicycle Pump. Frank B. Merry, Augusta, Ga., assignor of one-half to Bradford Merry, Augusta, Ga. Filed September 17, 1904. Serial No. 224,919.

Claim—1. The combination with a vehicle wheel, including a hub and an inflatable tire, of a pump cylinder fixed for rotation with the wheel, a duct connecting the cylinder and tire for communication, a piston arranged for reciprocation within the cylinder and having its rod extended beyond one end of the latter, a pivoted cam member adapted to swing to an inclined position for acting upon the rod to reciprocate the piston, an operating rod under control of the operator and having an angular portion adapted, when the rod is rotated, to move the cam member to active position, supporting bearings for said rod, one of said bearings being provided with a notch, a head fixed upon the rod and having a tooth for engagement with the notch to lock the rod against rotation, and a spring acting upon the rod for maintaining the notch and tooth normally in locking engagement.

797,615. Carburetter. Frederick Schmitt, St. Louis, Mo. Filed March 15, 1905. Serial No. 250,246.

Claim—1. In a carburetter, the combination with a tank, of an air tube in the tank and have a depending end, atomizer nozzles in communication with said air tube, means for entirely enveloping the upper portions of the atomizer nozzles, said means having a reticulated upper portion, and an exhaust

tube leading from said tank; substantially as described.

797,681. Combined Muffler and Alarm for Explosive Engines. Emmet P. Gray, Cincinnati Ohio, assignor to the Gray Mfg. Co., of Detroit, Mich., Detroit, Mich., a corporation of Michigan. Filed January 6, 1904. Serial No. 187,957.

Claim—1. In a muffler of the character described, the combination of a chamber adapted to receive the exhaust gases at one end, ports in said chamber at its opposite end for the discharge of said gases, a second chamber surrounding said first named chamber for the reception of the discharged gases, a third chamber surrounding the second chamber for the reception of the discharged gases adjacent to the inlet for such gases, outlet ports at the opposite end of the muffler for the escape of the gases, a movable cover for the ports in the first named chamber, and an alarm adapted to be brought into action by the moving of said cover to close said ports, substantially as described.

798,057. Valve for Pneumatic Tires, etc. Carl Nielsen, Copenhagen, Denmark. Filed April 26, 1905. Serial No. 257,549.

Claim—The herein described valve, consisting of a casing having a cylindrical bore seat, an oil proof elastic compressible valve in said casing, said valve comprising a polygonal block of rubber of such size that when uncompressed the edges produced by its polygonal conformation will be in contact with the cylindrical bore, and a spring bearing against said valve for holding it to its seat, substantially as described.

798,554. Cycle-Skate. William Wurth, New York, N. Y. Filed Feb. 1, 1904. Serial No. 191,437.

Claim—1. In a cycle-skate a driving mechanism comprising a truck, a movable frame with shoe-plate mounted therein and adapted to permit of lowering or raising the rear portion of the foot, a steel bar with incision in its lower rear end permanently fixed to the rear center portion of said movable frame, two supports with bearings secured to the truck behind the shoe-plate, a shaft in said bearings, a loosely-mounted sprocket-wheel on the shaft having an extension with two pawls, a ratchet-wheel permanently fixed to said shaft, a small support below the truck, an idler mounted therein, a chain connecting the loosely-mounted sprocket-wheel with the idler, one link of said chain being engaged by the steel bar of the movable frame so that the chain is actuated upon raising or lowering the rear portion of the foot, means for transmitting the motion of the driving mechanism to the driving-wheels of the skate.

CATALOGUE.

Thor Motor and Parts for Motorcycle and Hubs and Parts for Bicycle on application.

AURORA AUTOMATIC MACHINERY CO.,
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Rocker Joints. Insist on having the
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OILER.

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The Bicycling World

AND MOTORCYCLE REVIEW.

Volume LI.

New York, U. S. A., Saturday, September 23, 1905.

No. 26

AMERICANS SLOW IN JAPAN

Trade flatters in the Orient Criticized by a Government Special Agent.

Writing from Yokohama, Japan, Special Agent Christ, of the Department of Commerce and Labor, continues to criticize American methods in the Oriental trade, charging the American manufacturers with tardiness in making deliveries and praising the British for some of the very lapses that the Britons themselves were wont to point to America as showing how they could be avoided. One incident he relates as follows:

"A representative of an English agency, which has been handling American bicycles for over fifteen years, told me that during the present year his trade in American bicycles had almost entirely ceased, while the demand for English wheels has rapidly increased. He has been unable to get American bicycles for less than \$40 gold. Even at that price the delivery is so slow and unsatisfactory as to practically prohibit their sale. One order of \$45,000, of which he spoke, placed in April by cable, accompanied by a letter of credit, did not result in securing any more prompt delivery than an order made the latter part of July.

"On the other hand, a cable order to England the last part of July for 100 bicycles brought a prompt cable response giving the date of shipment, steamship line, and charges. This consignment is expected within the next few days. This cable order was forwarded by the agency referred to as handling American bicycles, as they are also agents for an English machine, both machines being standard, well known makes. The dealer was so well pleased with the English treatment that he immediately forwarded a letter of credit to cover an order for 200 bicycles, one-half the number for September delivery and the remainder for October. These machines are delivered, including cartage, insurance and freight, at Yokohama for \$28.12 each. The duty, formerly 25 per cent. ad valorem, is now 35 per cent. ad valorem. The retail prices of the best bicycles vary from \$62.50, at Yokohama and Tokio, upward."

Mr. Christ states that the particular dealer has decided to purchase no more American bicycles, delay in filling orders almost invariably resulting in disastrous loss. This special case of delay not only caused unusual embarrassment, but involved an increase of 10 per cent. import duty on account of a new rate becoming operative July 1 last.

Baker Sues Manhattan Storage.

F. A. Baker, the Indian agent in downtown New York, has brought suit against the Manhattan Storage Company, of New York, for the value of an Indian motor bicycle, sold by him on the instalment plan to a supposed trustworthy individual, who in turn sold it to the so-called storage company, after making but one payment. When the buyer failed to again materialize, Baker discovered that he had skipped to his old home, in England, after disposing of the machine to the New York concern. It was finally traced to Long Branch, N. J. When the Manhattan Storage Company refused to settle, although admitting that the culprit of whom they bought the Indian had produced no bill of sale, Baker promptly filed his suit, which is due for a hearing next week.

Switzerland's New Import Tariff.

With next year a new import tariff will come into force in Switzerland, and importers will have to adjust their prices accordingly. Bicycles (without motors) and tandems will have to pay \$2.40 per machine; tricycles, quadruplets, etc., \$5 per machine. Parts and accessories of cycles will be charged \$14 per 220 pounds. Neither the British nor Continental manufacturers have any advantage in Switzerland, and American makers of parts and accessories should especially be able to reconquer such an excellent market.

Hosie Consolidating His Business.

George W. Hosie has purchased the bicycle business of Floyd D. Hosie & Co., Franklin, Mass., and will consolidate it with his hardware stock in the Hosie Building, in that town.

Hawkins Burned Out.

The bicycle and automobile establishment of Fred. Hawkins, at Saratoga, N. Y., was totally destroyed by fire on the 16th inst.; insurance not stated.

LAW OF CONDITIONAL SALES

New Legislation Which Requires That Such Transfers Must be Recorded.

Since September 1 it has not been such a simple matter in New York State to buy a bicycle or motorcycle on the instalment plan or on ten or thirty days' trial, as is practised by the mail order houses. On that date the law passed at the last session repealing what was Section 115, Chapter 418, of the Lien law of 1897, went into effect. The result is a change in the law bearing on this method of dealing that makes it wise for any one doing business with so-called "storage" concerns and similar shysters to be on their guard.

As it stood in 1897 when the portion of the Lien law referred to, which is Chapter 49 of the General Laws, was passed, it provided that anything in the shape of moveable property disposed of upon "conditional sale," by which is intended every form of transaction wherein the article does not actually change hands until full payment be made or certain conditions complied with, and it is, of course, particularly directed at the instalment business and that of the "sold on trial" kind, should be recorded the same as a chattel mortgage. That portion of the law which directly refers to the requirement of placing such transactions on record constitutes Section 112 of the law, and reads as follows:

"Except as otherwise provided in this article, all conditions and reservations in a contract for the conditional sale of goods and chattels accompanied by immediate delivery and possession of the thing contracted to be sold, to the effect that the ownership of such goods and chattels is to remain in the conditional vendor or in a person other than the conditional vendee until they are paid for, or until the occurrence of a future event or contingency, shall be void as against subsequent purchasers, pledgees or mortgagees in good faith, and as to them the sale shall be deemed absolute, unless such contract of sale containing such conditions and reservations, or a true copy thereof be filed as directed in this article."

Such contracts or copies of them must be filed in the Register's office if in New York

City, or in the Town or County Clerk's office in rural districts of the Empire State. The provision that "such sale shall be deemed absolute," unless the law be complied with, means that a good title to the article forming the subject matter of the transaction will be considered to have vested in the vendee, and should the latter dispose of his purchase before paying the full amount due or before complying with any other conditions attached, the seller will have no standing in court unless the transfer happen to be fraudulent. In the latter case only criminal proceedings, such as obtaining money under false pretences, would lie.

This was the tenor of the law as originally passed, but Section 115 constituted the usual "joker" in it by exempting almost everything under the sun, and particularly such articles as are usually sold in this manner. It began by enumerating pianos, and after the subject had been well nigh exhausted got down to bicycles, tricycles and, note the particularity with which it identified kindred articles, "all other devices for locomotion by human power, if the contract for the sale thereof be executed in duplicate and one duplicate delivered to the purchaser."

The exemption was upon the last named condition, and now, instead of complying with it by handing a duplicate to the buyer, a certified copy must be filed as already referred to.

Resurrection of the Spring Wheel.

By accurate count there are some three thousand four hundred and ninety-seven inventors who have been attempting to put the manufacturer of the pneumatic tire out of business by devising a spring wheel. That the majority of these creations, or rather flights of mechanical imagination, are surpassingly weird and impractical need hardly be said; most of them are simply impossible. Recently attention has been devoted exclusively to emancipating the downtrodden automobilist from tire troubles, the bicycle having proved unprofitable, but now the field has again been extended by taking in the motorcycle.

Without going into the relative merits of the principle in general or the comparative standing of any of the inventions, it is a matter of record that one at least has received sufficient recognition to keep it in sight for a much greater length of time than is usually accorded. This is known as the Halle spring wheel, an English invention, a pair of which, fitted with solid rubber tires, were recently tried out in connection with the six days' reliability trial held by the Auto-cycle Club of Great Britain. The following is what the rider of the machine had to say for its behavior during that time:

"The bumping hitherto considered as inseparable from a motor bicycle was noticeably absent. During the entire six days, and some extremely bad roads were encountered, I only lost the pedals twice. From an extended experience, I should judge that during the same time and under similar circumstances I would have lost my foothold several times daily if the machine had been equipped with pneumatics. In spite of the increased weight of the spring wheels, there was no falling off in the speed, and at the end of the time there was not the same amount of discomfort experienced from saddle soreness or aching wrists."

FIXING A BASIS OF CREDIT

Suggestions for Determining the Reliability of Would-be Purchasers on Time.

The basis of credit for any man may be approximated by what he tells you concerning himself and also by his reputation—that is, what others say of him, says W. A. Given, in a paper read before the National Association of Creditmen.

What a man says for himself and of himself may be useful, especially if he submits a detailed statement of resources and liabilities.

Some credit men think that when they look a man in the face and hear him talk they can by intuition decide whether they should extend credit or not. That is a species of mind reading which I make no claim to possess. My own experience is opposed to placing much dependence upon it. Some who impressed me favorably have proved entirely unworthy of credit, while others who at first sight were repellent have turned out to be good in every way.

A business statement, however, is a different matter, and is desirable chiefly to show, from the man's own standpoint, what you may reasonably expect of him. In addition to showing that he is safely within lines of solvency, it will show by the proportion of active assets and liabilities whether he can pay promptly.

If the liabilities are large in proportion to the assets, or if a large proportion of outstanding accounts is shown, the chances are he will be slow pay.

A statement will also show whether stocks are adequately protected by fire insurance. So many losses are attributable to lack of insurance that good credit men are refusing accounts not so covered.

The business statement of a man is good as far as it goes, but should be corroborated by his reputation. This may be learned from commercial agency reports or from trade reports, which, I think, best of all reflect his true character and business standing.

Suppose you have a trade report showing the facts—I say facts, not fancies or guesses, but the facts and figures from the ledgers of perhaps ten to twenty houses, each showing that the man is keeping within limits, that he owes no overdue accounts, that he has always paid promptly, and that he makes no unjust claims, what does that say for his reputation?

I interpret it thus: The fact that he pays promptly and has always paid promptly shows, first, that he has capital, one of the necessary factors in the credit basis, for no man can habitually pay promptly who has not sufficient active capital. You will no doubt suggest that the capital may be borrowed. True; but his statement should be satisfactory on that point.

Second, the fact that he pays every creditor promptly, that he is not abusing or overstraining his credit, and that he does not

make unjust claims, shows that he has character and ability.

From these facts we are warranted in making the deduction that as he has paid others promptly, so he will pay us, and we are therefore safe in crediting the account.

If, on the other hand, the facts from a number of houses show that with all of them he is in bad repute because he has been from days to months slow; that he has to be drawn upon and often does not pay drafts; that he settles by notes and often does not pay them at maturity, or perhaps that he has been sued or collections made by an attorney—does not this show that he lacks one or more of the essentials?

Either he has not sufficient capital or he has not the ability to manage it properly. Certainly he has not the first rate business character that would direct capital and ability so as to prevent such a dangerous situation. The wise credit man will lose no time in turning down such an account.

Again, suppose reports from a similar number of houses show some payments a little slow, others fairly prompt, we can easily read between the lines that either the man is straining his capital somewhat or is just a little lax in his management.

Of course, the trade report is only serviceable where an account has been in existence long enough to have acquired a reputation.

The credit of parties just starting in business must be judged by their personal statements verified by proper references. Such accounts should later be tested by their reputation as exemplified in trade reports.

Prices Depressed in Germany.

According to a recent report on the condition of the German cycle industry, actual prices are so depressed owing to acute competition that bicycles of the better class can hardly be turned out at prevailing market rates. In spite of this, the general condition of the industry is said to have improved during the past year, and complaints of poor sales are not numerous, but prices are extremely low. Several establishments have made an attempt to offset this by increased production, but as the annual lull in the trade is now about due there is not thought to be any danger of overproduction. It is further rumored that orders for 1906 have already been booked at prices even lower than those now current. While the larger firms may be able to skim a margin off transactions at such figures, the small maker finds himself in a bad way.

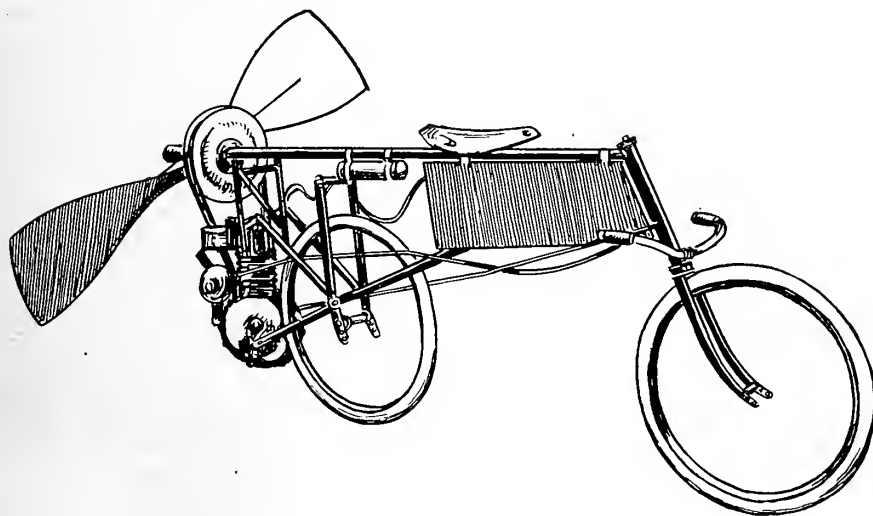
Selling Goods for Fun.

"The man who sells goods for fun sooner or later realizes that he does not even get the fun," remarks an observer. "He hears laughter, but it is not his own, although it is not for him. He then becomes aware that it is his discount and not his goods that are popular. The man who talks quality and builds quality makes his own market. He creates an exclusive business for himself and his customers. This is the man that is hard to beat; and if by reason of his system of local environment he is able to offer good goods at popular prices, such a man is well-nigh invincible in the market which he seeks."

BICYCLE TO HAVE WINGS

Here's a New Idea in Flying Machines—A Peacedale Dominic's Unique Airship.

As a starting point from which to evolve the wondrous creation in the shape of a flying machine or airship that is to eclipse all predecessors, the bicycle has the entire field to itself. It is without a rival, for if not incorporated as a whole in the maze of wires, wheels, motor and canvas that go to make up these contraptions, at least a goodly fraction of it will be found to figure prominently in the construction somewhere or other, or some of its principles will be embodied.



A Peacedale (R. I.) clergyman is responsible for the unique specimen shown in the accompanying illustration, made from a photograph taken at the works of the makers just before shipment to its creator. It is at the same time the rarest specimen of a machine ever given birth to in a bicycle shop, and the makers disclaim all responsibility for it. They are, in fact, quite willing, even anxious, to forego any credit that may accrue to them through being its constructors. It is neither a bicycle nor an automobile nor a steamboat; its classification is, indeed, quite hazy. It is far from certain whether it will run on land, and local mechanics were not slow in ridiculing the inventor's hopes that it would defy the laws of gravity.

So far as its being a bicycle is concerned, it is all there except the pedals, sprockets and chain. True, its frame is somewhat of a departure from accepted models, and is, on the whole, not much to look at. The position of the saddle is likewise not in accordance with the ideas of the majority of bicycle designers and makers, while the location of the handle bars is not easily accounted for, unless it be on the ground of offering the minimum wind resistance where the rider's body is concerned. A scorcher of the worst bow-knot type could wish for nothing more crooked than this will bring about. The power plant consists of a $3\frac{1}{2}$ horsepower gas-

olene motor belted to a large two bladed wooden propeller or fan, all of the essentials of this somewhat important part of the outfit being placed as far away from the operator as possible.

Like many of the specimens assembled at St. Louis last year to compete for that \$100,000 prize, the operator will have to open the ball by starting the engine and then climb aboard, trusting entirely to Providence that it will continue to work. The result in the majority of instances tended to stir the risibilities of the spectators as well as to lower their esteem of the would-be aeronauts somewhat. For one whole day at the "grand course," which was to have been one of the many "pieces de resistance" of the fair, would-be flyers did nothing but make false

starts at five-minute intervals, to the vast amusement of the crowd.

To get back to the subject: It appears that the machine, as here pictured, is not entire, but lacks one important essential, and that is the aeroplane, which its creator thinks is going to assure its flight. At least his calculations give indications to that effect, and figures never lie, not to the man who wishes to believe them. The machine is to be given a trial on a secluded Rhode Island stretch of sea sand, for inventors of revolutionizing creations do not usually court publicity, at least not before. What comes afterward depends on the result of the trial, and if the latter was attended with even a semblance of success, the formation of a stock company ensues.

It seems that the clergyman is not the only investigator of the art of aviation in his section, as the mind of the rural populace can still recall the fate of one Darius Green, who, with a contraption of strings, straps and wings, stepped from an elevated place confident of his ability to give eagles and hawks useful information in the art of flying. As to just what happened to "Dri" history is silent, but the inhabitants of Peacedale, which happens to be the minister's home, are willing to wager real money that there is more entertainment condensed into the dominie's weird looking bicycle than there was in the Green invention, and are eagerly looking forward to its first public appearance.

BOULDER HAS A PRODIGY

How a Colorado Youth Utilized Junk in Building a Motor Vehicle.

What can be accomplished with the most ordinary appliances and objects to be had without expense, when the get-there propensity that recognizes no obstacle as too great and never admits defeat, is combined with the genius of youth, is well illustrated by the achievements of a seventeen-year-old native product of the soil who claims Boulder, Col., as his home. Nothing short of self-locomotion, though probably neither as speedy as that afforded by a good motorcycle nor as luxurious as that of the large touring car, would suffice to satisfy the ambition of this budding inventor.

With the following material he started in to assemble his "mover," for it could not have been certain at the outset what the final result would be: First a motorcycle engine, then some discarded bicycle wheels of extremely uncertain age. Tires for same ditto. The fact that the latter were pretty well worn and were somewhat short for the rims of the wheels did not disturb the builder any. It must be explained here that they were not pneumatics, but cushion tires, so that their age may best be judged from the latter circumstance. Next the discarded cog wheels of an ice cream freezer, a wheel that had once done duty on a plough, a watering pot of diminutive dimensions and an old powder can. The role to be played by the objects heading the list of this inventory is patent, but it is quite the contrary with the last named two. The old watering can was made to do duty as a gasoline tank, while the powder can, empty, by the way, was impressed as a muffler.

Both the power and the steering gear are centred on the front wheels, which are turned with the aid of a strap and a steering post surmounted by another wheel, so probably it is not too much to accord this production the title of a car, though whether tri-car or similar qualification is not certain.

Just what the nature of the application of the article enumerated in the inventory as a plough wheel may be is somewhat hazy, but it is said to carry out the function of a "friction wheel." It must further be added that the machine is equipped with an emergency brake, although the manner of its use is not exactly according to the most recent or approved practice in this regard. When there is a hurry call for a stop it is necessary for the operator to do the "flying dismount" and "back pedal" by grabbing hold of the friction wheel.

Motorcycle Mail Service.

Speed and reliability, the qualities that have brought the motorcycle to the front, have been recognized in a practical manner by the recent establishment of a regular mail service by a motorcycle in part of Transkei, Kaffrland, South Africa. The route is from Mount Frere to Kokstad, a distance of about seventy miles, which is made by natives regularly, taking in all the outlying stations as well.

The Man Who Has Not Acquainted

himself with the features of the

NATIONAL BICYCLE

has something to live for and to learn.

THEY EFFECTIVELY REFUTE THAT SLANDER:

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WHAT

Mr. W. E. BAUM,
Sec'y Chicago Motor Cycle Club

SAYS

OF

FISK TIRES

Last year he rode 12,771 miles, of which 3,100 miles was on three pairs of — tires, and 9,671 on one pair of No. 88 H Fisk tires 28 x 1 3/8 in., and during the entire year he only had one puncture in the Fisk tires. Last year he received First Prize in Chicago for Century Runs and Third Prize in New York.

He states that Fisk tires are not only easier riding but will wear longer and better than any tire he ever had.

FISK RUBBER COMPANY,

Chicopee Falls, Mass



W. E. BAUM,
Sec'y Chicago Motor Cycle Club.

THE BICYCLING WORLD

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and MOTORCYCLE REVIEW

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NEW YORK, SEPTEMBER 23, 1905.

Economy of the Motor Bicycle.

If the automobile did not so completely fill the average editorial eye, as a result of the Brooklyn Motorcycle Club's economy road trial on the 17th inst., the public press now would be teeming with praise of motorcycles. The figures evolved by that test are not short of remarkable, and constitute a really valuable contribution to that fund which deals with the problems of transportation.

They indicate that in the matter of economy of operation there is but one vehicle which surpasses the motorcycle in whatever form, and that is the motorless or pedal propelled bicycle; and the radius of travel of the latter is, of course, measured by the physical limitations of the rider. It is not for long sustained rapid transit. Motorcycles, on the contrary, make all men equal, and their speed and radius of action is subject almost wholly to the whim and judgment of the individual.

Although the participants in the Brooklyn test resorted to expert "nursing" of their fuel supply, most of them averaged 15 to 20 miles per hour, and that at this pace a 110-pound motor bicycle carrying a 142 pound rider should cover 190 miles of rolling coun-

try at an operating cost of 47 cents, or less than one-fourth of a cent per mile, equal to about $4\frac{1}{4}$ miles for one cent, must "give pause" to all thinking men. In remarkability it is exceeded only by the performance of the motorcycle which carried three passengers, totalling 430 pounds, on the same journey at a total cost of but 68 cents, which works out at 22-23 cents per capita, or at the rate of 1.19 mills per mile, say $8\frac{1}{2}$ miles for one cent.

A comparison of the costs that obtain for the several forms of rapid transit between the same points serves to even more strikingly illustrate the great superiority of the motorcycle. Here are the per capita figures that apply for the round trip from Brooklyn to Southampton, L. I.:

Motorcycle, 22-23 cents, or 1.19 mills per mile.

Automobile, 88 cents, or 4.62 mills per mile.

Railway, 453 cents, or 23.8 mills per mile.

In the instances on which these figures are based, the motorcycle carried three passengers, the automobile four, and the railway train a practically unlimited number, of course.

If the best records per machine is compared, this result is obtained:

Motorcycle, 47 cents, or 2.47 mills per mile.

Automobile, 353 cents, or 18.59 mills per mile.

Railway, 453 cents, or 23.85 mills per mile.

These figures are too expressive to require extended comment. They fairly speak for themselves, and speak so loudly that the world cannot long remain deaf to the little vehicle on which they throw such a strong and illuminating limelight.

The advocates of motorcycles can wish for nothing better than a few more such tests as that conducted by the Brooklyn organization. If the public takes scant notice of the first one, the force of collective evidence of a number of them will simply compel heed.

New Law on Conditional Sales.

It will be well for every man engaged in the bicycle business in New York State to take careful heed of the new law which requires that each and every conditional sale be legally recorded. It will be as well for purchasers of bicycles on the so-called instalment plan to heed the law as carefully.

Not to do so will, in the event of a dispute, subject both parties to such transactions to not a little trouble and legal expense.

In substance, the amended law as it now stands is to the effect that the sale becomes

absolute so far as the seller is concerned, even though no consideration whatever, such as a deposit or first payment, has been made. Consequently, should the buyer take it into his head to dispose of the wheel thus obtained without going through the formality of making further payments, the seller is left without redress on the contract, for, unless it be recorded, the signatures of buyer and seller appended to any of the several forms of "lease" in vogue, do not vitalize it and it becomes a nullity. Heretofore, such documents have constituted binding contracts, but henceforth, unless they be recorded they are merely worthless paper and the seller finds himself without standing in a civil court.

While the burden of recording is upon the latter and is for his benefit, mere omission to comply with the law does not leave him without a leg to stand on, for he may still call the criminal law to his aid and land "his man" behind the bars. Success in the latter will not be unalloyed satisfaction, however, for he cannot follow his property nor claim it in the hands of a third person who has acquired it "in good faith." The recording of such conditional sales is, however, legal evidence of the seller's title to the property, and he may claim it wherever found, so that it behooves all who have occasion to sell goods in this manner to attend to the formality of recording as set forth by the act as it now stands. It is likewise for the protection of third parties though no duty is cast upon the buyer to go through the records; good faith, which means a fair price, is sufficient.

It is in dealing with such events as an economy test that the misleading nature of some of the terms in common use is strikingly illustrated. "Motorcycles" is so generally applied when only "motor bicycles" are meant that the appearance of two and three passenger machines and which are covered by the generic "motorcycles" shows the necessity of the more specific designation. Similarly the use of "tri-car," the British term for a simple tandem tricycle, certainly will serve to give credit where credit is not deserved. "Car" is now so generally employed to describe an automobile that the great green public scarcely can be blamed for not knowing that the so-called "tri-car" is but a three wheeled tricycle. It will not be surprising if the use of the term does not subject at least some of the owners to the legal fees and other exactions that apply to automobiles.

SEASON ENDS AT VAILSBURG

Sensational Spill Mars Amateur Handicap —John Bedell First in 25-Mile Event.

Compared to the attendance at Vailsburg board track, as it has been since electric light racing came into vogue, it was a slim crowd that witnessed the "get-away" meet last Saturday night, 16th inst. The programme was a varied one, and offered ample opportunities for the riders to show their mettle, and, with the blanket finish in the amateur miss-and-out race, a disastrous spill in the final heat of the four lap amateur handicap and the coup of John Bedell, who stole a lap on the rest of the bunch, and thereby won the 25-mile professional event, there was action enough to satisfy the most exacting. When the meet was all over a band of the faithful followers of the game wended their way out of the "hole in the fence," while the so-called band played a medley of "Au Revoir," "Farewell, My Own," "Good Night, Ladies," etc., and the eastern cycle racing season for 1905 was at an end.

What would have been a good race in the final of the one mile amateur handicap was spoiled by one of the worst spills seen on the Jersey track this season. Franks had ridden a grand race and pulled the back markers up to the limit mark soon after the second lap. Franks was leading, with Sherwood on his wheel on the back stretch of the last lap, when lanky James Zanes spurted in an endeavor to go around the field. Rupprecht claimed that Zanes cut him down on the turn and sent him into the others. From the tape side of the track, however, Zanes appeared to be ahead before the spill occurred. Rupprecht, Franks, Sherwood, Magin and Kluczek were carried down in the crash. Rupprecht sustained a fractured rib, Franks's arm was badly wrenched and Sherwood's arms and legs were lacerated. Zanes sailed across the finish line with his lee scuppers awash. Ashurst was second, Spain, the negro, third, and Davenport fourth.

Alfred Ashurst, the "Village Blacksmith," of Newark, added to his prestige by winning the "miss-and-out" race and beating out Sherwood by a well sustained sprint. This race was the feature of the meet, although nothing new (despite the fact that an ambitious English cycling paper held such a race a short time ago, which they designated a "devil-take-the-hindmost," and absolutely new, no race of the kind having ever been held before), it was the first to be tried this year. There were nine starters in this event, and the last man across the tape each lap was called off until there were four left—these four riding a half mile. The field kept closely bunched, and a feature of the early stages was the strong ride made by Eric Thomas, of Newark.

He got away last at the start and managed to trail the bunch until near

the tape, when, by a little sprint, he would forge ahead and save his position. He did this for four laps, when his finish came. The first rider to be called off was the "tight-skinned" negro, A. C. Spain, and there was considerable laughter at his expense. Morris Schleer, Jacob Magin, W. J. Kluczek and Eric Thomas then went down in order. This left Alfred Ashurst, James Zanes, Charles Sherwood and Teddy Billington for the half followed by Zanes, Sherwood and Billington, mile sprint. At the bell lap Ashurst led. In the back stretch lanky Zanes began to unwind, and he came up to Ashurst, while Sherwood moved up on the outside. Billington was all in. Down the straight they rode like mad, neck and neck, and as they flashed over the tape it was hard to pick the winner. Ashurst was given the decision, with Sherwood and Zanes next. The distance was one and three-quarters miles and the time 4:23 3-5.

There were thirteen starters in the 25-mile open professional, with lap prizes, and had it not been that the riders loafed for the first five miles the record of 57:52 4-5 would undoubtedly have gone by the board. As it was, the quarter century was ridden in 58:51 3-5, and the time was the only redeeming feature of the race. Only one team was announced—John Bedell and W. S. Fenn—but it could be plainly seen that there were five men in the deal. According to the *Bicycling World's* man's observations the Bedell brothers, Fenn, Root and Fogler were the riders to capture the money. Roy Carni, of Orange, was an added starter, but succumbed in the sixth lap, and Kramer's rear tire picked up a big nail during the thirteenth lap. That, of course, put him out of the running. Kramer's hard luck was a keen disappointment, as everybody wanted to see how the five-times national champion would fare in a long grind. He was in perfect condition and would probably have been with the leaders at the finish. There was a general scramble for the first lap money, and a hot sprint between Joe Fogler and Floyd Krebs resulted. It looked like Fogler's prize, but the judges gave the money to the hero of the cat-in-the-cellar episode.

In the fifth mile John Bedell started out to steal a lap, while Fenn, his team mate, stalled the bunch. When Bedell was far enough ahead Fenn dropped back to pull John around, and the Bristol riders' flag station at the head of the line was taken by Fogler, who, with the assistance of Root and John's brother, kept the other riders not in the deal going slow enough to allow Fenn to pull the Lynbrook "greyhound" up to the bunch. When this was accomplished it took all the interest out of the race, as John Bedell gathered in the dollars for the remaining eighty-three laps.

Fenn quit at the sixth mile, his part of the work having been accomplished, and Schreiber and Krebs followed suit, and protested over the way the lap had been gained; but their pleadings fell upon unsympathetic ears. Al Guery stuck it out for fifty-one laps, and Ernest Lang inspired everyone by staying in until practically the finish—the ninety-

eight lap. When John Bedell dropped out at the finish, Fogler and Menus Bedell sprinted the final lap for second place. Fogler showed his true form by letting Menus lead until the turn into the straight, and then outspurring him to the tape by half a dozen lengths. Little Johnny King, of Newark, was fourth.

"It was won in a gallop." This is all that can be said of the novice race, for the manner in which young Daniel Manners, of Brooklyn, crossed the tape first surpasses anything ever witnessed on Eastern tracks. Doubtless Manners had heard so much of Kramer's famous French jump that it inspired him to emulate the champion. At the tape the second man was "miles" behind, but Manners executed a kangaroo jump that elicited shouts of laughter from all parts of the field. The summaries:

Quarter mile novice—First heat: L. Rebus, first; William Tully, second; Daniel Manners, third. Time, 0:35. Second heat: J. Steib, first; J. Cobb, second; Oscar Johnson, third. Time, 0:35. Final heat: Daniel Manners, first; Oscar Johnson, second; J. Steib, third. Time, 0:34 3-5.

One mile handicap, amateur—First heat: Edward Rupprecht (scratch), first; Alfred Ashurst (40 yards), second; Jacob Magin (60 yards), third; C. A. Sherwood (scratch), fourth; A. C. Spain (80 yards), fifth; Morris Schleer (140 yards), sixth. Time, 2:10 2-5. Second heat: Charles Franks (20 yards), first; Harry Davenport (100 yards), second; Teddy Billington (scratch), third; Watson J. Kluczek (60 yards), fourth; James Zanes (40 yards), fifth; Earl Thomas (130 yards), sixth. Time, 2:10. Final heat: James Zanes, first; Alfred Ashurst, second; A. C. Spain, third; Harry Davenport, fourth. Time, 2:05 1-5.

Miss and out, amateur—Alfred Ashurst, first; Charles A. Sherwood, second; James Zanes, third; Teddy Billington, fourth. Time, 4:23 3-5.

Twenty-five mile open, professional—John Bedell, Lynbrook, L. I., first; Joe Fogler, Brooklyn, second; Menus Bedell, Lynbrook, L. I., third; John King, fourth. Time, 58:51 3-5. Lap prize winners: John Bedell (85); W. S. Fenn (5); Menus Bedell (3); Floyd Krebs (2); Frank Kramer (2); George Schreiber (1); E. F. Root (1); Joe Fogler (1).

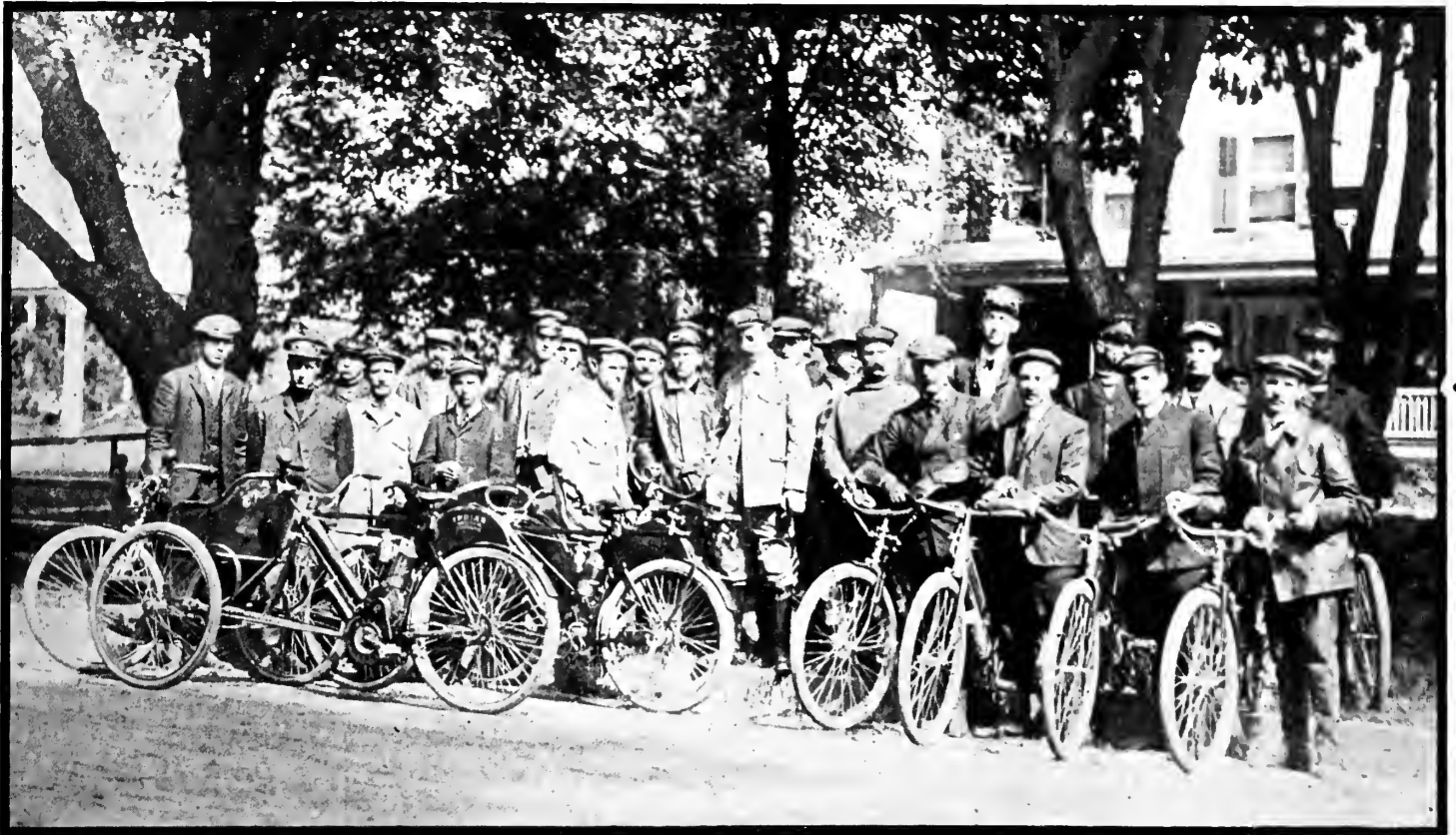
Walthour First in 100-Mile Race.

R. J. Walthour, of America, finished first in a 100-mile paced race at the Parc des Princes track, Paris, Sunday, September 3. Lecuyer was second, fourteen laps behind, and Dussot, the six-day rider, came in third, two laps behind Lecuyer. Nat Butler, of America, started, but soon succumbed to the pace. One of the surprises was Gougoltz's collapse, the old six-day rider apparently having "gone stale."

Marion Claims a Motorcycle Race.

J. I. Marion, Echo Lake, N. J., who, it was reported, lost the motorcycle match race run with J. B. Ryall, Passaic, N. J., at Paterson, N. J., on Labor Day, writes that the very reverse was the case. Marion, who rode an Indian, says it was he who gained a lap on his opponent, and he adds that he would have gained another one had not Ryall retired.

Remarkable Results of Motorcycle Economy Test.



COMPETITORS WHO REACHED SOUTHAMPTON, THE TURNING POINT.

Designed to demonstrate that no form of power propelled vehicle is so economical of operation as the motorcycle, the Brooklyn Motorcycle Club's economy road test on Sunday, the 17th inst., did so in a manner that surpassed the fondest expectations of its most enthusiastic devotees. Frank P. Baker, of Brooklyn, N. Y., and Oscar Hedstrom, of Springfield, Mass., made the best performances, which are not short of marvellous.

Riding an Indian motor bicycle of 1½ horsepower, Mr. Baker covered the required course of 190 miles at a total cost of 47 cents, or at the rate of 2.47 mills per mile—less than a quarter of a cent. Operating an Indian tri-car or tandem tricycle of the same power, which carried three passengers, Hedstrom completed the journey at an expense of 68 cents, which is at the rate of 1.19 mill, or about one-eighth of a cent per mile per passenger.

Baker used five quarts and one ounce of gasoline and less than one pint of lubricating oil, but under the rules, was charged for a full pint. Hedstrom's machine consumed six quarts, 29 ounces of fuel and one and two-thirds pints of oil. Gasoline was charged for at the rate of 6¼ cents per quart, or 25 cents per gallon, and oil at \$1.20 a gallon, or 15 cents per pint.

The course was from Brooklyn to Southampton, L. I., and return, a distance of 190 miles. The fare by rail is \$4.53. The most

trustworthy record of an automobile cost is 88½ cents per passenger; the car in question competed in a test in June last, and, as it carried four passengers, the cost per machine was \$3.53, against Baker's 47 cents and Hedstrom's 68 cents.

Sunday last was not a particularly good day for such a test. The sky was overcast and the air heavy and damp, and about dusk, when the first of the competitors were finishing their long ride, rain began to fall, and continued steadily, if not heavily, for several hours.

Despite the unpromising state of the weather, twenty-two men started, between 5 and 5:30 a. m. All had a pint of oil, and, their gasoline tanks, after being filled, were sealed with a strip of leather held snug across the stopper by sealing wax bearing a private mark. Refilling was permissible, and was possible without breaking the seals, only at Bayshore and at Southampton.

Twelve men started in Class A, for machines of less than 3 horsepower, and 7 in Class B, for machines of from 3 to 5 horsepower. Five men, on two motorcycles, made up the passenger carrying class. They were George N. Holden, Springfield, Mass., and C. H. Fenner, New York, on an Indian tri-car, and Oscar Hedstrom, George W. Sherman and one other on an Indian tri-car to which a tandem attachment had been affixed. This last machine was a surprise, if not a sensation, of the contest. Few, if any, of the entrants, had ever dreamed of a three-seated motorcycle. But five of the machines

were operated by men in any way connected with the trade.

It is safe to say that no motorcycle event was ever marked by less scorching. There really was none of it. Many of the men entered so thoroughly into the spirit of the affair that to check the temptation to "cut loose," they had securely locked their throttles. E. W. Carritt, president of the promoting club, was one of the few who did not do so, and it cost him third prize. A bicyclist, who persisted in hanging onto his rear wheel, annoyed him so much that he finally opened his throttle to get away from him. All sorts of tactics were resorted to to "nurse" the precious supply of gasoline. Finely adjusted carburettors, air shutters and inlet valves, of course, played a leading part, but open mufflers and coasting down hill and even assisting the motor uphill by pedalling were resorted to to reduce the consumption of fuel. Frank P. Baker, the winner in Class A, was one of the crafty ones. He not only "nursed" his machine in expert fashion, but while other men permitted their tanks to be filled to the brim, he did not do so. He took on less than was necessary, and thus avoided all "slop" and waste. As ounces counted, the result of his forethought is made evident. On the three-seater, Hedstrom, also displayed clever tactics, and, as a result, Sherman, who occupied the rear seat, brought home a sore thumb. Under certain conditions it was his duty to hold his thumb over the vent in the cap of the gasoline tank. This machine suffered a most



OSCAR HEDSTROM AND PASSENGERS ON INDIAN "TRIPLET."

unusual but trifling breakage, the inside bolt, which holds the head of the motor to the seat mast, giving way and allowing the motor to wobble; it was, however, easily and quickly secured to its moorings with baling wire. The only accident of moment occurred to Frank O. Ericson. A chain jumped its sprocket, and in some inexplicable fashion climbed the rear stays and crumpled them before he realized what had happened. T. K. Hastings also had trouble which required him to pedal 13 miles.

Of the twenty-two starters, thirteen finished inside the time limit of fifteen hours, and two others came in from one or two hours later. The actual riding time of the majority, although they rode with the spark alone, was about ten hours. None could leave Southampton for the return journey until 1 o'clock, which meant a wait of two and a half hours for a number, who arrived at the turning point at about 10:30 a. m. Most of the failures occurred on the run home, all save two of the starters reaching Southampton.

It was the original intention that the cost of all repairs be included in the result of the test, but, as several of the men who were known to have suffered punctures and other minor ills failed to make note of them, that part of the programme was abandoned, in justice to the others. It did not, however, affect the result, as none of the leaders so much as used a wrench. There also is no doubt that several of the scores are really higher than they should be, due to the arbitrary charge of 15 cents for one pint of lubricating oil; several of the survivors had from 2 to 6 cents worth of it remaining, for which no allowance was made.

The thirteen motorcyclists who finished inside the fifteen hour limit, one of whom, M. E. Toepel, has but one arm, and their records, are as follows:

CLASS A.							
Name.	H.P.	Machine.	Gaso- lene,	Oil,	Total		
F. W. Baker.....	1 1/2	Indian....	5	1	1	.47	
F. A. Baker.....	1 1/2	Indian....	5	13	1	.49	
J. E. Malone, Jr....	1 1/2	Indian....	6	5	1	.53	
E. W. Carritt.....	1 1/2	Indian....	6	6	1	.53	
H. A. Glesman.....	1 1/2	Thor-bred.	6	22	1	.56	
M. E. Toepel.....	1 1/2	Indian....	6	25	1	.57	
E. W. Goodwin.....	1 1/2	Indian....	7	13	1	.61	
George Barlmas....	1 1/2	Indian....	9	20	1	.76	
F. A. Klinger.....	1 1/2	Indian....	9	29	1	.78	

Also ran: J. P. Thornby (Indian) and T. K. Hastings (Metz), who finished outside the time limit, and F. O. Ericson (Thoroughbred).

CLASS B.							
H. Heyer.....	3	Marsh....	13	—	1	.96	
F. M. Graham.....	3	Marsh....	13	29	1	\$1.02	

Also ran: F. Welte (Marsh), Charles P. Day (Marsh), Charles S. Tate (Marsh), F. P. Gardner (Marsh), and J. F. Finnegan (Orient).

PASSENGER CARRYING CLASS.							
Oscar Hedstrom....	1 1/2	Indian (trip- let (3 pass.))	6	20	1 1/2	.68	
G. N. Holden.....	1 1/2	Indian (tan- (2 pass.))... dem tricycle	9	12	1	.74	

(One pint equals 16 ounces.)

Baker, the winner in Class A, weighed 142 pounds and his machine 110 pounds. Heyer, the leader in Class B, weighed 180 pounds, his machine 155 pounds. E. W. Carritt was the heaviest man—190 pounds—in either class. Holden's tri-car weighed 190 pounds; he himself weighed 155 pounds and his passenger 180. Hedstrom's "triplet" weighed 210 pounds, and carried a load of 430 pounds.

Curtiss Stars at Syracuse.

At the automobile race meet at Syracuse, N. Y., Monday, 18th inst., George H. Curtiss, of Hammondsport, N. Y., on the first of his 1906 single-cylinder 3-horsepower Curtiss motor-bicycles, made an auspicious performance. In the first event, at five miles, in which there were five starters, Curtiss crossed the tape first in 6:24-2-5. A. S. Noonan, of Rome, N. Y., riding a 1 1/2-horsepower Indian, finished second. Curtiss also won the three miles event in 3:47, Noonan again being second. On his 5-horsepower two cylinder, 110 pounds machine, the Hammondsport man gave a two miles exhibition in 2:04-4-5, which creates a flying start record for the distance.

CHADEAYNE LOSES TWO DAYS

Rain and Mud Hinder the Cross-Continental—He Also Gets a Bad Spill.

Norwalk, Ohio, Sept. 22 (By wire).—Chadeayne arrived here this evening. He reports the roads to be unridable.

J. P., which stands for Jupiter Pluvius, has not been kind to W. C. Chadeayne, the Buffalo cross-continent motorcyclist. Pluvius's specialty, rain, already has caused him to lose two whole days and has imparted to the roads that ghuelike consistency that has added lead to the traveller's progress.

The clouds wept on the day he reached Syracuse, 15th, but he nevertheless managed to cover 95 miles despite trouble with poor oil and the absence of cups and cones in the head of his 3-horse power Thomas. Chadeayne rode into Syracuse in the wake of the Mayor of that city. His honor was in an automobile, and when he learned the Buffalo man's destination he saluted him.

On the 16th, four days out from New York, Chadeayne put up in his home town, Buffalo, after a day's travel of 155 miles, or 467 miles from the starting point. He was threatened with arrest while riding on the canal towpath, but went scot free. He did not, however, wholly escape the unwelcome attentions of Pluvius. All of the following day, Sunday, it rained, and rained and rained, and the traveller remained close to his own fireside; he did not ride a mile. Monday, 18th, broke clear and fine, but the roads were in such frightful shape that it was past midnight when Chadeayne put up in Conneaut, Ohio. He had ridden 120 miles, but it was toilsome work, and near Silver Creek, N. Y., his trip came near to ending abruptly. He struck a large cobblestone on a hill at that point and was thrown violently. The rims of both his wheels were badly buckled, and he himself badly shaken up, but he contrived to repair the damage and reached Conneaut. He spent all of the 19th at that point, a heavy downpour and the fearful roads keeping him indoors.

September 20th added 75 miles to Chadeayne's score and brought him into Cleveland, Ohio—662 miles, and 8 days from New York—at 10 o'clock p. m. It proved a strenuous day. Showers fell and the roads were practically impassable. Where there was not deep mud there was deep sand. "Had many spills and a plenitude of walking," is the brief but sufficient report from Chadeayne.

Misfortune was the traveler's lot on the 21st. Fifteen miles from Cleveland the hub of his front wheel went to pieces, compelling him to return to that city for repairs over sticky clay roads that did not make easy going. It meant the loss of practically a whole day, as Chadeayne was only able to reach Oberlin, Ohio, 35 miles of progress, although he really had ridden 65 miles.

THREE LEADERS IN A SPILL

Pluck and an Accident Give Baum a Victory in the C. R. C. of A. Road Race.

It was not William Canfield's fault that he did not win the annual 100 miles road race of the Century Road Club of America over the famous Merrick Road course on Long Island last Sunday, 17th inst. Possibly Canfield would not have won the race, but within one minute of the finish he stood an excellent chance had not Dame Fortune turned against him. There were so many people who opined that Canfield would be the first to cross the tape at the finish—in front of West's Hotel, Valley Stream—that several bets of 3 to 1 on Canfield were placed.

At about 100 yards from the tape four men were bunched. Arthur Rhodes, of the C. R. C. A., was leading, and Canfield, Chris. Kind and Peter J. Baum were close behind. The faithful watchers at the tape who had remained to see the finish, although it was nearly dark, heard a crash, and saw three of the riders go down in a heap, while the remaining one cleared the debris, circled the tangled mass of riders and wheels, and sprinted over the tape first. This latter rider was Peter J. Baum, who had a handicap of 1 hour 10 minutes, and who, by a plucky fight, won this classic annual event.

Just how the accident occurred would be difficult to determine. Chris. Kind, one of the riders who went down, gives, perhaps, the best explanation. He says: "Rhodes was leading, Canfield was next, and I was behind Canfield. Rhodes lost his pedal just as the sprint started, which caused him to wobble slightly. This threw him in front of Canfield, who was unable to clear, as was myself, and we all fell."

It was exactly 10:30 a. m. when the limit men breasted the tape for the long grind. Of the big bunch of two-hour men that started only five survived. Robert Friebe was one of these, and it might be mentioned that Friebe is one of the veterans having long since passed the twoscore mark. He finished in ninth place. Ed. Perry, of the Universal Wheelmen, was fifteen. Tony Bizzarri and Emil Leuly, who were also with the long markers, finished in twentieth and twenty-second places, respectively. James Clowes, the other man in this group to survive, was twenty-fourth.

As usual, the start and finish was in front of Tom West's hostelry at Valley Stream, and the course was the familiar one through Springfield, Massapequa, Hicksville and Jericho. Two laps completed the distance. Seventy-four riders started and twenty-nine finished.

Many of the men dropped out at the end of the first lap, and Boniface West was the cause. The popular luncheon had prepared a savory dinner, in which the appetizing odor of broiled chicken was most pronounced. With another long lap of fifty miles staring them in the face when they reached Valley

Stream it is no wonder many of the riders hesitated. Those who hesitated were lost, and the dinner tables were soon surrounded by those who should have finished the race.

Baum, who finished first, rode a consistent race, and overhauled the hour-and-a-half men in the first lap. In the last lap he remained in this division until the accident, when it was an easy matter for him to lead the way over the tape. Peter Wollenschlagger, of the Century Association (1:50), met with an accident within half a mile of the finish that robbed him of a probable second or third. Peter fell, but even "Pete" himself cannot ascribe a cause. His wheel was smashed beyond possible redemption, but on a borrowed one Wollenschlagger managed to limp in for fifth position.

Of the five scratch men to start only two finished, and they captured first and second time prize. Joseph M. Eiffler was first and James T. Halligan second. The finish between these two men was really exciting, and Halligan certainly "showed the stuff he is made of." It was Halligan's first race from the back mark, and his plucky fight against Eiffler won for him much applause. Halligan took a cropper near Springfield and dislocated one of his toes. Notwithstanding this, he made Eiffler almost ride his legs off the last hundred yards, and at the Century Road Club Association rider only defeated him by inches. Eiffler's time for the hundred miles was 5:43:23 2-5 and Halligan's was two-fifths of a second more.

The Century Road Club Association won the prize offered for the club scoring the greatest number of points, and this at an American, too. The clubs with the points earned are as follows: C. R. C. A., 177; C. R. C. of A., 108; Edgecombe Wheelmen, 50; Pelham Wheelmen, 20; Davega Wheelmen, 19; Universal Wheelmen, 15; Roy Wheelmen, 14; Speedway Wheelmen, 10; Long Island A. C., 7; Atlantic Wheelmen, 9; Cleveland Cyclists, 3.

The summary:

Pos.	Name.	Club.	H.M.	H.M.S.	Points
1.	Peter J. Baum, C. R. C. of A.	1:10	5:52:19%	29	
2.	Arthur Rhodes, C. R. C. A.	1:30	6:12:21	28	
3.	C. Kind, Edgecombe Team.	1:30	6:12:31	27	
4.	William Canfield, C. R. C. A.	1:40	6:22:52%	26	
5.	P. Wollenschlagger, C. R. C.	1:50	6:33:14%	25	
6.	William Miller, C. R. C. A.	1:10	6:07:13%	24	
7.	N. Kind, Edgecombe Team.	1:30	6:27:16%	23	
8.	J. D. Paulson, C. R. C. A.	1:40	6:50:41%	22	
9.	Robert Friebe, C. R. C. of A.	2:00	7:11:30%	21	
10.	Edward Zapke, Pelham Team.	1:30	6:46:31%	20	
11.	L. Schwartz, Davega Team.	1:30	6:46:11%	19	
12.	George Egan, C. R. C. of A.	1:40	6:18:57%	18	
13.	W. L. Russell, C. R. C. of A.	1:40	6:58:58%	17	
14.	Fred Krehner, C. R. C. A.	1:10	6:33:59%	16	
15.	Edward Perry, Universal.	1:30	7:14:28%	15	
16.	H. Williams, Roy Wheelmen.	1:30	7:07:44%	14	
17.	J. M. Eiffler, C. R. C. A.	Scratch	5:43:23%	13	
18.	J. T. Halligan, C. R. C. A.	Scratch	5:43:23%	12	
19.	A. Lewin, C. R. C. A.	1:40	7:28:15	11	
20.	Tony Bizzarri, Speedway.	2:00	7:49:00	10	
21.	Joe Elnway, C. R. C. of A.	1:40	7:38:30	9	
22.	Emil Leuly, C. R. C. of A.	2:00	8:05:10	8	
23.	Charles Ewing, L. I. A. C.	1:40	8:00:20	7	
24.	James Clowes, C. R. C. of A.	2:00	8:24:30	6	
25.	P. Weckerle, Atlantic.	1:50	8:17:00	5	
26.	Fred Hof, Atlantic.	1:30	8:22:30	4	
27.	J. Wyatt, Culmet.	1:10	8:03:00	3	
28.	J. J. Blake, New York City.	1:30	8:48:00	2	
29.	Harry Townsend, N. Y. City.	1:40	8:49:00	1	

Time prize winners—Joseph M. Eiffler (scratch), first, 5:43:23%; James T. Halligan (scratch), second, 5:43:23%; Peter J. Baum (1:10), third, 5:52:19%; William Miller (1:10), fourth, 6:07:13%; Arthur Rhodes (1:30), fifth, 6:12:21; Chris. Kind (1:30), sixth, 6:21:31.

ROAD RACE AT RICHMOND

W. A. Newton Wins a Racing Bicycle—O. C. Hope Winner of Time Prize.

Riding with 2 minutes 30 seconds handicap. W. A. Newton had little trouble in winning the nine and one-half mile road race at Richmond, Va., Thursday afternoon, 14th inst., and thereby adding a new racing wheel to his collection. The race was promoted by C. W. Wallace, the prominent Richmond dealer, and was held simply as a "feeler" to ascertain if cycle road racing is as popular as formerly. The event was such a success that another road race will doubtless soon take place. The start and finish was at Bryant's lane, and a good field of riders started, fifteen of whom finished in time to share in the distribution of prizes to the value of \$200.

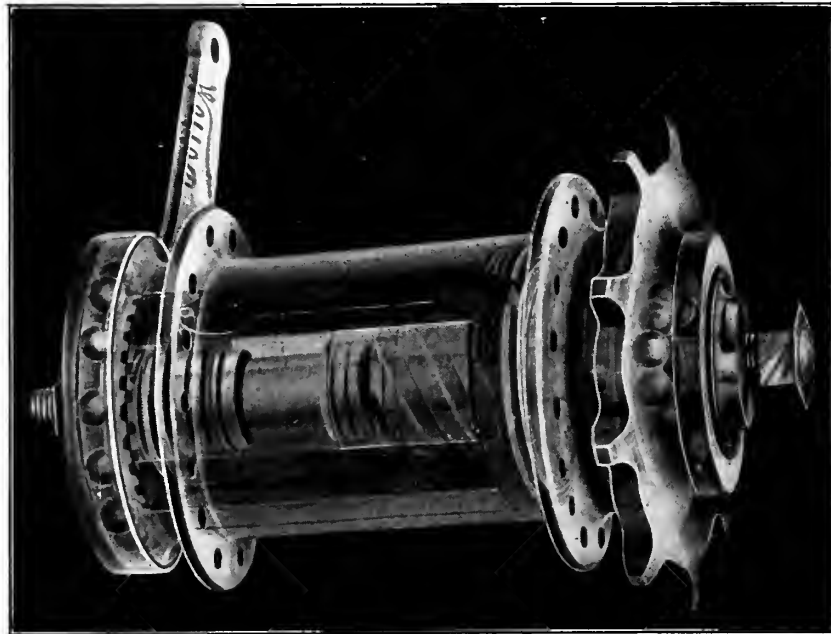
The best time for the course was made by O. C. Hope, from scratch, who covered the distance in 25 minutes 40 seconds. W. A. Newton, who crossed the tape first, also won second time in 26:08. Henry Hayes and R. B. Chappelle fell, and so were put out of the running. All the men rode Pierce bicycles. Summary:

Pos.	Name.	Hdep.	Actual Time.
1.	W. A. Newton	2:30	26:08
2.	E. C. Winourne	3:00	27:05
3.	W. N. Beveridge	2:30	26:40
4.	H. T. Taber	2:30	26:50
5.	J. N. Dempsey	2:00	26:55
6.	Purcell Dabney	3:00	28:04
7.	Writ Mallory	3:00	28:15
8.	O. C. Hope	Scratch	25:40
9.	E. N. Holt	1:00	26:42
10.	J. Newberry	3:00	29:05
11.	Bernard Ayres	2:30	29:33
12.	James McCartney	4:00	30:56
13.	J. F. Black	4:00	31:07
14.	Clarence Elliott	3:30	32:23
15.	J. M. Burke	3:30	34:05

How to Repair Feed Pipes.

Sometimes the small copper pipes which are commonly used to convey the feed to the carburettor of a motorcycle become chafed and leak in a most exasperating manner. At such times it is, of course, possible to effect a temporary repair by means of fire tape, but this is only temporary, and should not be depended upon for any length of time. A very good method of making a permanent repair which is not unsightly and which at the same time has the saving grace of effectiveness, is, after having first cleaned the pipe in the vicinity of the break with acid, to wind it closely with a number of turns of fine copper wire, taking care to have the lays close together and even. The part is then heated in the flame of a blow torch and solder sweated into it thoroughly and neatly. In this way a length of pipe may frequently be saved which otherwise would have to be thrown away, as there is not room enough to sweat on a patch in the regular way.

The MORROW



SO PERFECT

and

GIVING SUCH UNIVERSAL SATISFACTION

that despite earnest endeavor and
extended inquiry of those who use
and those who see it

Improvement has been found Impossible

ECLIPSE MACHINE CO., - Elmira, N. Y.

SIDEPATH SYSTEM DEAD

How it Originated and Spread—Highway Improvement One Cause of Its Decay.

"There are so many good roads in the State model sidepath county in the State. The paths formed a network north, south, east and west that gave cyclists access to all parts of the State."

The history of the Monroe County sidepath system is quite interesting. Started by public spirited citizens, the development of the system was fostered by legislative action and the office of side path commissioners are no longer a necessity," said a prominent up-State cyclist one day this week, and this remark seems to be true. This season has witnessed the complete collapse of the management of the Monroe County sidepath system that for ten years has been the pride of that county's cyclists and made Monroe the of New York now that sidepaths for cyclists became an official place. Most counties, following the lead of Monroe, adopted the legislative plan of that county, but for lack of patronage the price of tags, giving permission to ride on the sidepaths, was fixed elsewhere at 50 cents. It was a matter of principle that the price should never go over 25 cents for a Monroe County tag. This tag gave the purchaser a license to use several hundred miles of well preserved paths, extending in all directions from Rochester.

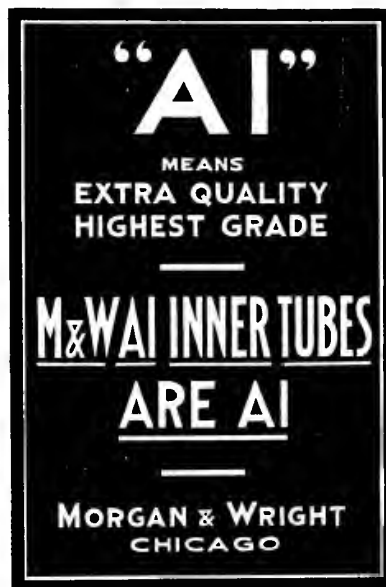
The first path was laid out in 1895, just ten years ago, but the height of the cycling craze was in 1896 and 1897. At one time the number of tags sold ran up to 40,000, which at 25 cents each contributed \$10,000 a year to the sidepath funds with which to lay out new paths and maintain the old paths. This was an ample annual income to keep things shipshape.

The first funds were raised in 1895 by private enterprise. Early in that season there was a mass meeting of bicyclists called on the great meadow at Genesee Valley Park to discuss cycling matters. Senator William W. Armstrong presided. Ex-District Attorney George D. Forsyth, Frank J. Amsden, Postmaster James Graham, Charles U. Bastable and others prominent in cyclists' movements at the time made speeches and a formal set of resolutions was adopted demanding better improved streets in Rochester, following the adoption of a council ordinance forbidding bicyclists to ride on any sidepath in the city.

This mass meeting at the South Park was the greatest informal outpouring of wheelmen Rochester ever saw. It was estimated that over fifteen thousand mounted men swarmed over the meadow of the park and later formed a line that swept down through Main street before it disbanded. The parade of wheelmen through Main street in the early evening after the park meeting blocked the wheelmen followed one another until the string reached back to the park before the line was breaking at the Seven Corners.

The parade attracted so much attention that it was decided by a number of public spirited citizens to hold a more formal wheelmen's parade in the Driving Park, where an admission fee could be charged. All sorts of prizes were offered for turnouts at the Driving Park. The affair was a big success. The cyclists' parade completely circled the mile track at the Driving Park and furnished most interesting sights. A large sum of money was raised in this way, and with this fund the first system of sidepaths was laid out. The paths were developed with the assistance of farmers, who contributed teams, material and men to extend the paths, and the various clubs aided by raising funds to build certain paths that were wanted.

It was evident, however, that voluntary



NEW YORK BRANCH 214-216 WEST 47TH ST.

maintenance and development of the paths could not be depended upon, and then the sidepath system was put on a legal basis. The creation of a legal commission did much to boom the system, and in two or three years, with an annual income averaging \$10,000, the entire county became a network of sidepaths.

At the outset there was some difficulty in forcing wheelmen to take out tags, even though 25 cents was all that was asked, against 50 cents in all other counties of the State. The commission did not hesitate to enforce the law. Two efficient officers, one for each side of the river, were chosen, with two attorneys to conduct prosecutions. For several years William Deen and Frank J. McKeon rode up and down the sidepaths, gathering in the unfortunate riders who ventured out without tags and summoning them to appear before county justices, where a \$5 fine awaited each conviction. The deputies were so energetic that for a time they more than made their salaries by turning back into the treasury in fines more than they received.

Gradually the sale of tags dropped from 40,000 to 30,000 and then to 20,000. Finally, by a legislative act, the entire sidepath commission was abolished and the work transferred to the new county engineer. The sale of tags decreased each year, however, and with the decrease in revenue the attempt to lay out new paths was abandoned long ago, and the effort was made simply to keep in repair the old paths and pay salaries. Expenses were cut to the minimum, but the sale dropped off to 10,000 last year and the end was in sight.

Only 10,000 tags were ordered this year, and but few of these have been sold, as cyclists now use the roads, which are better than the paths. It was finally determined last month to retire McKeon, and his retirement, after eight years of service, marks the final downfall of the system, as it is not expected any one will buy tags after the danger of arrest on the sidepaths no longer exists.

The indifference of the public this year to the sidepath tags is in strong contrast to the lively interest displayed two or three years ago. For several years it was customary to hold a public auction for the sale of the low tag numbers, and a large sum in the way of premiums was obtained to be added to the fund. A substantial premium was obtained for the first ten numbers, as high as \$40 having been bid for first choice one year. Once the Hon. George W. Aldridge, who was an indefatigable cyclist in those days, and who still rides, was absent at the time of the auction, and he telegraphed from Albany a bid of \$25 as a premium for a 25 cent tag. The late J. Miller Kelley gave \$25 premium. Prominent citizens in all parts of the State gave liberal premiums for low numbered tags.

Why Broadway Strollers Stared.

New-Yorkers are proverbially easy to congregate in curious crowds which stand and look on with a vacant stare, waiting for something to happen, but they have seldom had a better reason for "rubbering" than those who hastily got together one day last week to note the passing of a novel sight.

Peddalling slowly up Broadway was a man, well past middle age, mounted on a speck and span nickel plated ordinary that looked as if it had left the factory less than a month before. From head to foot this cyclist and his mount appeared as if they had stepped out of a picture of twenty years ago. Low shoes, plain black stockings and close cut knickerbockers, all of the style of that day, topped off with a suit of white flannel and cap ditto, it is small wonder that the spectators first gaped, then grinned and ended up with a laugh, but the unusual attention did not disturb the cyclist in the least, for from the rim of the scarcely worn thin, solid tires to the small black hand on his out-of-date cap he looked the essence of oldtime cycling neatness, and was supremely oblivious to the manner in which shopkeepers and clerks dashed out bareheaded to see him. This was not difficult, for his regular pedalling took him at a very slow pace, and he remained an object of curiosity for two or three blocks at a stretch.

GREEK IS CLUB CHAMPION

Kafaleakos Wins Star Event at Brower Wheelmen's Racemeet—Led by Inches.

In an exciting finish William Kafaleakos defeated C. Schlosser last Sunday, 17th inst., thereby winning the club championship of the Brower Wheelmen, of New York City. The race was one at a meet promoted by the Brower Wheelmen, which was run on the quarter mile track adjoining the Smith Hotel property at Valley Stream, Long Island. The race in which the Greek rider, who has only recently begun to be counted as a fast amateur rider, won the club championship was a miss-and-out affair, and it was the most exciting event of the meet. There were seven starters, and the rule was that the last man of each lap was to be called off the track until only two remained, these to sprint one lap for the finish.

Al. Carrier was the first rider to be counted out, and S. L. Falk trailed the bunch the next time around. In the third and fourth laps M. D. Simmons and Peter Housley were called off, and R. B. Smith was called off in the fifth lap, but he continued for half a lap. This probably caused Charles Nerent to lose the race, as he thought Smith had not lost his position, and so made no effort to better his position of third place. Nerent was called in the sixth lap. This left Schlosser and Kafaleakos to sprint the final quarter mile, and it developed into a grueling struggle for first place. First Kafaleakos would forge ahead a few inches only to lose his lead when Schlosser jumped. At the tape the Greek led by two inches. The distance was one and three-quarters miles and the time was 5:32 4-5.

Quite a crowd witnessed the races, and their enthusiasm was unmeasured. After the races two Long Island teams played a game of baseball, but as this form of sport did not interest the *Bicycling World* man he did not stay to see the result.

In the five mile open race, with a pair of tires to the leader of the most laps, it was a one-sided affair, in which Louis J. Weintz and H. F. Cranston figured as the stars. Seventeen riders started in this event, and Weintz and Cranston let them fight for the first two or three laps. Then Cranston, assisted by his clubmate, went after the laps, and succeeded in placing thirteen to his credit. Besides this, Weintz and Cranston were a lap ahead of the bunch at the finish, crossing the tape in this order, Otto Brandes, of the Edgecomb Wheelmen, finished in third place. Considering the rough condition of the track fast time was made, and as Weintz flashed over the tape the watches were clicked at 14:24 4-5.

S. Falk won the half mile novice after an exciting sprint with Charles Ahrens, while J. Cavanagh trailed in third. Time, 1:23. In the two mile handicap the honor men were never able to overhaul the long markers, and P. Housley, with 200 yards, finished first.

Frank Ryan and Al. Carrier, each with a handicap of 150 yards, crossed the tape in this order for second and third places. The scratch men, however, had their innings in the five mile handicap, for three of them, Charles Nerent, W. Kafaleakos and C. Schlosser, finished in this order. M. D. Simmons, from 100 yards, was fourth. The time, 16:40. Summaries:

Half mile, novice—S. Falk, first; Charles Ahrens, second; J. Cavanagh, third. Time, 1:23.

Two miles, handicap—Peter Housley (200 yards), first; Frank Ryan (150 yards), second; A. Carrier (150 yards), third. Time, 5:51.

Five miles, handicap—Charles Nerent (scratch), first; W. Kafaleakos (scratch), second; C. Schlosser (scratch), third; M. D. Simmons (100 yards), fourth. Time, 16:40.

Five miles, open—Louis J. Weintz, first; H. F. Cranston, second; Otto Brandes, third. Time, 14:24 4-5. Lap prize winners—H. F. Cranston (13), L. J. Weintz (3), W. Kafaleakos (2), C. Nerent (2).

Miss and out race, for club championship—W. Kafaleakos, first; C. Schlosser, second. Distance, 1 mile 1:320 yards. Time, 5:32 4-5.

Cyclists in a Mountain Climb.

For a long period preceding the advent of the motor bicycle the hill climb had ceased to be a popular form of competition. In France, however, where it assumes the dignity of mountain climbing, it is still in favor, the annual event held under the auspices of the Touring Club of France taking place in the latter part of August. One of the most arduous routes to be found in the entire country, over the mountains between Grenoble and Chambéry, was selected. The road was one never used by cyclists nor any other vehicles for communication between the two cities.

Directly Grenoble was left the climb began over the first mountain to a pass termed the Col du Porte, a distance of nine and one-half miles, in which the perpendicular rise is 3,646 feet, then a descent for five miles of 1,859 feet, followed by another rise for two and one-half miles of 1,300 feet, with another descent of 1,755 feet in five miles, a third great climb over another hill rising 1,703 feet in six miles, and a final descent of 2,808 feet in nine miles to Chambéry. The return journey had to be made the same day within certain hours, and the process was repeated on the day following, making a total distance of 150 miles, during which the rider had to climb what would be equivalent to an altitude of 26,142 feet, or more than five miles perpendicularly. H. Bowden, of Nottingham, England, riding a Raleigh bicycle fitted with a three speed gear, was the winner. His record for endurance was only equalled by Fourchette and Marillat, two French professionals.

Weight of Foreign Motorcycles.

Some idea of the weighty and high powered motorcycles in general use on the other side may be had from the following statistics of the results of the British Auto-Cycle Club's

recent economy or consumption trials. There were eight starters, who covered the course of fifty-seven miles at an average speed of twenty-miles an hour, being confined to this by the pacemaker. The combined weights of the entrants and their machines were as follows:

Rex triear, 3¼ h. p., 350 pounds; Excelsior, 2¾ h. p., 346 pounds; N. S. U., 3 h. p., 332 pounds; the riders of the Rover, Roc and Singer machines, all of 3 h. p., scaled within a few pounds of one another, as did also the Bat, of 2¾ h. p., the average being 330 pounds. The Excelsior machine, although the second heaviest combination in the list, easily led with a consumption of but 77 ounces of gasoline—about 4½ pints. This machine was fitted with a surface carburetter, which recalls the fact that the machine of the winner of the international cup for motorcycles was also equipped with a carburetter of that supposed back numbered type. Next came the N. S. U., with 84 ounces; then the Bat, 88; the Rover, 90; the Rex, 91; the Roc, 99; the Singer, which had been misfiring badly, 122, and the Rex triear, 167 ounces. On taking the weights into account the winners were: Excelsior, first; N. S. U., second, and Rex, third. The triear, which was several years old and originally a motorcycle, was the only one in its class, and took all the honors unchallenged.

Name Plates on French Cycles

Hitherto all cycles in France had the name of the machine and its maker, which is usually marked on a transfer fixed on the head tube of the frame, covered by the metal plate denoting that the annual tax for the machine had been paid. A great number of these plates were stolen from time to time, and the revenue authorities were always troubled by applications from people who had paid their tax for a substitute to replace the stolen number and escape the fines of the police. The plates used by the revenue authorities are a disfigurement to the machine, and, covering the name of the machine and maker, they deprive the latter of an excellent advertisement.

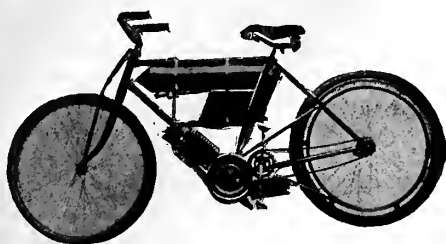
It has been decided, therefore, to fix the plates on the saddle stem, or the upper part of the rear forks, leaving the head tube of the frame free, and instead of fixing the plate as at present, it will be riveted to the tube by two or three rivets or screws which cannot be stolen or be lost, as is now the case. The new arrangement will not only be pleasing to the riders, but also to manufacturers and their agents.

What Makes a Scorcher.

A contemporary has again raised that time honored definition of a scorcher from its resting place in some old file and has brought it to the light of day in the form of a comm-drum.

"Why," he says, "why is the rider of a fast machine called a scorcher?"

To which he cheerfully replies: "Because he goes at a hot pace, makes other users of the road boiling mad, burns up the dust, warms up the police, gets roasted in court, raises blazes generally and has the dence to pay in the end."



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Thomas Auto-Bi

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1443-1453 Niagara St., Buffalo, N. Y.

How Kinsman Lost His Motorcycle.

For several months Guy L. Kinsman, of 24 Sherman avenue, Newark, N. J., has been the possessor of a motorcycle which has taken him on many journeys and the merits of which have always been beyond question. He has kept it in a garage near his home, and a few days ago decided that he would sell it, so he advertised that a "gasolene bicycle" was for sale. He received a call over the telephone from a stranger, who said he was anxious to buy just such a machine, and would Mr. Kinsman be so good as to submit his for inspection. Of course he would, Kinsman replied, and if the telephoner would run up to the garage, he would explain its workings to him.

Soon the stranger, a smooth-faced, well-dressed, fluent youth, so Mr. Kinsman describes him, appeared, and the motorcycle was brought out. The stranger looked it over for some time, and then expressed the fear that perhaps he might not be able to run it.

"It's just like child's play, it's so simple," said Kinsman, and, jumping into the saddle, he turned the spark on and rode up and down the street. Finally he dismounted.

"Now, you get on," Kinsman said, proffering the machine, and the stranger did. He rode away with a confidence that was remarkable in one who had "never seen a motorcycle" before, and as the hours passed, the erstwhile salesman became anxious and then worried.

He fears that the motorcycle has gotten beyond the amateur operator's control, and in accordance with his supposition has asked the police to hunt for his mangled remains and the wrecked motorcycle.

Using the Foot as a Brake.

Frequently the cyclists' adviser counsels the use of the foot as a brake, the toe being inserted under the front fork, and the action obtained by pressing the sole of the boot down upon the tire. The advice, while not wholly spurious, should be followed with caution, as in such a case the foot is quite likely to become caught, and in case of a sudden lurch of the machine a bad fall and a sprained ankle are almost certain to result. If one is riding a machine which is not equipped with a brake of any sort, and it becomes impossible to hold it by back pedaling, it is possible to get a very good braking effect by placing the toe on the tire in front of the fork, but it should always be done with extreme care.

Testing the Valve.

When a tire refuses to hold "wind" and there is reason to suspect that the difficulty is with the valve, it is not necessary to dismount the wheel and go through the motions of testing the tube in water, as all that is needed is to turn the wheel so that the valve will be uppermost, and then hold a cup or glass of water up to it in such a way that the valve is submerged. If there be a fault in it, it will quickly be revealed in this way.

At the Racemeet
of the

Waltham Autocycle Club

on the

CHARLES RIVER PARK TRACK,

at which was decided the

F. A. M. National
Championships,

THE INDIAN

WON EVERY PRIZE

in

Every Championship.

It also

Won Every Other Event

run at this Racemeet,
and likewise established a

New Mile Record of 56 $\frac{2}{5}$ s.

Also records for two and five miles.

In the

F. A. M. Endurance Contest

15 Indians started, including one tri-car.

13 Indians finished, including the tri-car.

10 Indians earned perfect scores.

(More than twice as many as any other two makes combined)

2 Indians only failed to finish and they were disabled by accidents.

In the

Hill Climbing Contest

Indians finished one, two, three

in the event for single cylinder stock machines.

In the

Skill Contest

Indians were again 1st, 2nd and 3rd.

In the

One Pint Economy Test

The Indian won with a record of 30 miles

1191 yds., and the tri-car, carrying

two passengers, finished fifth,

beating out seven singles.

In the

Despatch Race

Indians were first and second.

How can any thinking man
who judges by results,
select other than
an Indian?

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The Week's Patents.

798,418. Carburetter. Gustaf Johnson, Chicago, Ill., assigned to The Illinois Light and Fuel Company, Chicago, Ill., a Corporation of Illinois. Filed Nov. 14, 1904. Serial No. 232,557.

Claim.—1. In a carburetter, the combination with the main receptacle, of an oil-supply pipe and an air-supply pipe communicating therewith, a series of shelves horizontally located in said receptacle and each having an opening, a layer of absorbent material located on each of said shelves, and a spiral partition of reticulated material located above each of said layers, substantially as described.

798,461. Valve-Gear for Explosion-Engines. Richard H. Scott, Detroit, Mich., assignor to The Olds Gasoline Engine Works, Lansing, Mich., a Corporation of Michigan. Filed April 1, 1904. Serial No. 201,132.

Claim.—1. The combination with a valve of an actuating member therefor, a resilient yielding member intermediate said valve and actuating member, mechanical means for temporarily arresting movement of said valve during the initial movement of said actuating member, and means for subsequently releasing said valve whereby it is operated by said resilient member.

798,479. Valve for Explosive-Engines. George J. Altham, Fall River, Mass. Filed Aug. 22, 1901. Serial No. 72,868.

Claim.—1. In an internal-combustion engine, the combination with a valve-chest comprising an open-ended tube having ports, of a reciprocating valve in said tube, said valve comprising two end portions connected by a reduced intermediate portion, the ports in the valve-chest tube communicating with the cylinder and with the source of the explosive mixture and with a supply of compressed air for scavenging, one of the open ends of the said tube permitting the exhaust of the products of combustion with the scavenging-current of air.

798,553. Starting and Igniting Mechanism for Explosive-Engines. Alexander Winton, Cleveland, Ohio. Filed June 20, 1901. Serial No. 65,352.

Claim.—1. The combination with an explosive-engine having a starting-shaft fitted to receive a detachable starting member, a member normally in position to prevent the application of said starting member and movable from such position, and means connected thereto for varying the time of ignition.

798,702. Spark Ignition Device for Explosive Engines. Thornton B. Remell, Denver, Col. Filed December 30, 1903. Serial No. 187,113.

Claim.—1. In an ignition device for gas engines, an induction coil in the secondary circuit of which the sparking terminals are included, in combination with means for interrupting the primary circuit of said coil of a plurality of points simultaneously, means under the control of the core of the induction coil and arranged to periodically actuate said circuit interrupting means and mechanism arranged to render said circuit interrupting means normally inoperative and to thereby maintain the primary circuit open at all points.

798,877. Cap. Philip A. Conne, New York, N. Y., assignor to Saks & Company, New York, N. Y., a corporation of New York. Filed May 19, 1905. Serial No. 261,097.

Claim.—1. A convertible tourist and automobile cap comprising a body portion having

goggles therein and a vizor hinged to the body portion and arranged to be removably secured thereto above the goggles whereby the vizor may be swung down into position to be used as a face protector or folded within the cap as desired.

798,992. Contact Breaker for Sparkers. Walter J. Cochran, Cleveland, Ohio, assignor of one-half to Herbert C. Hearne, Cleveland, Ohio. Filed March 1, 1904. Serial No. 196,042.

Claim.—1. A contact make and break device for engine sparkers having circuit closing contact pieces, a rotatable carrier, a wiper-block mounted on said carrier and projecting into the line of one of said contacts, means to permit said wiper-block to slide circumferentially on the carrier and a centrifugal governor and a spring on said carrier for controlling the sliding of the block substantially as described.

799,008. Ball Bearing. Emil Klahn, West Hoboken, N. J. Original application filed May 4, 1898. Serial No. 679,721. Divided and this application filed May 23, 1898. Serial No. 681,532.

Claim.—1. A ball retaining device for ball bearings, consisting of a ring-shaped portion or base having a series of spaced standards rising at one margin only of the base and having their free ends extended to overhang the base, said free ends being so formed that suitable spaces are presented for receiving and confining balls without preventing free rotation of the balls.

799,013. Muffler. Edward R. Moffitt, San Francisco, Cal., assignor to Standard Machine Works, a corporation of California. Filed December 10, 1902. Serial No. 134,647.

Claim.—1. The combination with an explosive engine, of an exhaust conduit connected with the exhaust port thereof, the conduit having its end submerged beneath a body of water, and an air valve in the exhaust pipe operated upon the return stroke of the engine, substantially as set forth.

799,094. Clamping Device for Pneumatic Tires. Maximilian C. Schweinert, West Hoboken, N. J., and Henry P. Kraft, New York, N. Y. Filed February 3, 1905. Serial No. 244,063.

Claim.—1. In a clamping device, a nut adapted to engage a bolt, and a sheet metal sleeve connected to said nut, said sleeve being open at both ends and being adapted to inclose a portion of the bolt and form a protecting casing therefor.

799,164. Pneumatic Tire. Thomas B. Jeffery, Kenosha, Wis. Filed November 21, 1904. Serial No. 233,699.

Claim.—1. A pneumatic tire, comprising a casing of flexible material closed by joining the lateral edges at the side of the tire, said lateral edges being marginally reinforced, and the means for joining such edges comprising a multiplicity of double lipped hooks which engage the reinforced edges, distributed throughout the circumference of the tire.

799,232. Carburetter. Auguste Gossé, Petit-Bourg, Seine and Oise, France, assignor to Société Nouvelle des Etablissements Decauville Aîné, Petit-Bourg, Seine and Oise, France. Filed January 6, 1905. Serial No. 240,041.

Claim.—1. A carburetter, comprising in combination a vertical conical chamber having its larger end uppermost, a water jacket surrounding said chamber, inclined channels for the inlet of liquid fuel arranged around said chamber at its lowest part, a liquid fuel receptacle with constant level feed in combina-

tion with said channels, a cast metal bracket attached to the lower part of said conical chamber below the inlet channels, radial apertures in said bracket for the entrance of air to the chamber, hollow wings between said apertures communicating with the hollow bottom of the bracket for the circulation of heated water, a movable vertical hollow cone having its larger end uppermost and located in the axis of the aforesaid chamber, and means for guiding said cone in its longitudinal movements, substantially as described and for the purpose set forth.

799,368. Electrical Sparking Ignition system for Gas Engines and Starting Switches Therefor. Vincent G. Apple, Dayton, Ohio. Filed November 9, 1903. Serial No. 180,464.

Claim.—1. In combination with an engine igniter, a dynamo arranged to operate consistently with the engine, a battery, a magnetically responsive switch member adapted to complete a circuit connecting the igniter with either the dynamo or the battery, an electro-magnet included in a constantly closed circuit with the dynamo arranged when energized to attract the switch member to close the circuit connecting the dynamo and igniter, and suitable circuit connections for the parts specified.

799,374. Rubber Fabric. Christian H. Gray, Silverton, and Thomas Sloper, Devizes, England; said Sloper assignor to said Gray. Filed October 5, 1903. Serial No. 175,881.

Claim.—1. A new article of manufacture, consisting in a tire fabric composed of approximately parallel cords crossing the tread from the edge of the tire and so arranged that the longer circumferential outline at the tread formed by the curve is completely filled by the cords which lie substantially as close together at that line as they do at the smaller circumferential outline at the edges of the cover, substantially as set forth.

799,393. Circuit Breaker for Explosive Engines. Ralph M. Lovejoy, Merced, N. H. Filed January 30, 1905. Serial No. 243,268.

Claim.—1. In a device of the character described, the combination of a contact lever studded with contact points, some of which are insulated from said lever and others in electrical communication therewith, a part engaging with and disengaging from said contact points, and electrical connections for said lever and said part.

799,396. Unicycle. Julius Mattson, Anaconda, Mont., assignor of one-half to Henry Benson, Anaconda, Mont. Filed May 11, 1905. Serial No. 259,922.

Claim.—1. A unicycle, comprising a main wheel, means mounted laterally thereof provided with auxiliary wheels, means for elevating or lowering the auxiliary wheels to the ground at will, devices carrying a steering wheel, and means for also elevating and lowering said devices at will.

799,551. Anti-Skidding Device for Vehicles and Cycles. Henry S. Eyre, St. Leonards-on-Sea, England. Filed February 23, 1904. Serial No. 194,940.

Claim.—1. An anti-skidding device for application to the wheels of vehicles and cycles, consisting of flexible members mounted upon the wheel laterally of the tire and in proximity thereto and protruding beyond the tire of the wheel to such an extent as to be capable of passing completely under the tread or outer peripheral surface of the tire, substantially as described.

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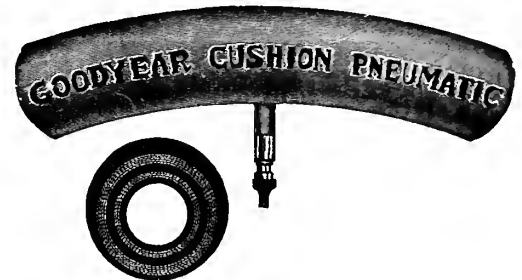
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BALL
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The Week's Patents.

798,150. Carburettor for Gas Engines. Samuel B. Wolgamott, Tanerred, Cal. Filed March 7, 1904. Serial No. 197,014.

Claim.—A carburettor for gas engines comprising a cylindrical casing, a core disposed centrally within the casing, a spiral plate surrounding the core and secured thereto, said plate having transverse series of perforations at its upper end, a pipe engaged in the upper end of the casing over the core and arranged to discharge liquid thereupon and upon the spiral at its perforated portion, laterally extending branch pipes connected with the first named pipe at its upper end, a needle valve at the union of the pipes arranged to close the first named pipe, separate tanks connected with the laterally extending pipes for the passage of liquid through the pipe from the tank, valves arranged for operation to cut off the supply of liquid from the tanks, a yoke secured to the top of the casing, said casing having an opening therein below the yoke, a valve for the opening, a stem carried by the valve and slidably engaged in the yoke, a spring engaged with the stem above the yoke, a nut adjustably engaged with the stem above the spring to vary the tension of the spring, said spring being arranged to hold the valve in closed position, and an outlet pipe at the bottom of the casing.

798,195. Pneumatic Tire Protector. Albert J. Locher and John A. Predom, Auburn, Cal. Filed March 2, 1905. Serial No. 248,009.

CATALOGUE.

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Claim.—1. A protector for cushion tires, consisting of a band of semi-flexible material substantially as described fitted to the tread surface of the tire and formed with outwardly curved side edges, an arm or adapted to cover said band and composed of metal having spring flanges and outwardly curved side edges, and a metal band fitted to said arm and adapted to form the tread surface of protector.

798,247. Air-Cooling Device for Engines. George Wolke, Jackson, Mo., assignor to one-half to Edward P. Wiley and William K. McLaughlin, Jackson, Mo. Filed Jan. 28, 1904. Serial No. 196,945.

Claim.—1. An internal-combustion engine having a crank-chamber, a cylinder having a heat-radiating flange or web, and communicating with said cylinder, air-distributing tubes supported by the flange, having discharge-openings for directing cooling streams or jets of air between the flanges to the heated parts of the motor, a piston in said cylinder, and a valve cooperating with said piston to pump a cooling medium through said air-distributing tubes substantially as described.

798,328. Two-Cycle Internal-Combustion Engine. Michele Ferrero, Turin, and Sandro Franchetti, Florence, Italy. Filed December 16, 1902. Serial No. 135,384.

Claim.—1. An internal-combustion engine having three or more cylinders acting as motor-cylinders and feed-pumps, each said pumps except the last one feeding one of the adjacent motor-cylinders and the last one feeding the first motor-cylinder, the piston of said first motor-cylinder acting as distributing-valve for the pump of said cylinder.

798,508. Pneumatic-Tire Cap. Henry Harmon, Chicago, Ill., assignor to The Harmon Manufacturing and Distributing Company, Chicago, Ill., a Corporation of Illinois. Filed Oct. 10, 1904. Serial No. 227,770.

Claim.—1. Pneumatic-tire cap constructed of flexible non-extensible material and of crescent shape in cross-section having free marginal edges formed with inside laps providing pockets and adapted to rest upon the surface of the tire and to extend slightly beyond the tread thereof, and to closely fit or hug the surface of the tire, with its pockets located at a distance away from the rim of the wheel, and twisted-wire rings located yieldingly within the pockets for retaining the cap in position without interfering with the flexure of the tire while permitting the margins of the cap to yield laterally, circumferentially and radially.

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